

Volume 21

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Democratic party are inclined to find fault because all of the candidates suggested for the important party nominations in this apparently propitious year are "old-timers" and to ask why recognition should not be extended to those who have not yet grown gray. The fact is, of course, that there are no other Democrats in the State so well known as Senator Walsh, Mayor Curley, Ex-Mayor Fitzgerald, Martin M. Lomasney, one or two of the Congressmen, and a few others who might be mentioned. None of these are so old that they have outlived their usefulness. It looks as though the younger men would have to wait until these veterans, some older than others, retire because of really old age or defeat at the polls. But the field is open.

WOULD NOT MOVE THE EVERETT STATUE

Art Commission Opposed
to School Site

If Menace to Traffic Statue May Go
to Any Part of Boston

The Art Commission of the city of Boston in a communication to Mayor Curley yesterday declared the commission sees no aesthetic or sentimental reason for the removal of the Edward Everett statue in Dorchester. If it can be shown that the statue is a menace to traffic, the Art Commission said the statue could be moved anywhere in the city.

Chairman J. Harleston Parker's letter to Mayor Curley says:

"Complying with your request, members of the Art Commission in company Mr Long of the Park Department, examined the site proposed for the removal of the Edward Everett statue, namely the site of the First Dorchester Schoolhouse. We have come to the conclusion that this site is inadequate and should not be considered on account of its surroundings and background.

"Referring to the general question of the removal of the Edward Everett statue, the commission sees no aesthetic or sentimental reasons for its removal from the square which bears its name.

"At the time this statue was placed in its present location, the various authorities were consulted and their general approval obtained. Also some years ago this question was thoroughly investigated from all points of view, the Police Department, Boston Elevated and the Uphams Corner Improvement Association taking part in the discussion.

"If it can be shown conclusively that the statue is a serious menace to traffic and that the safety of the public absolutely necessitates its removal, this commission will gladly cooperate in endeavoring to find a suitable site for it. Should it be removed from the square which bears its name, it seems to us that its location in the neighborhood is not obligatory, unless an excellent site can be found, but that it might be placed in any part of the city where it would enhance the appearance of the surroundings."

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MAYOR LAUDS Y. W. FOR CARE OF GIRLS

In Address, Refers Briefly
to Garrett Inquiry

Complimenting the Young Women's Christian Association on its work in caring for country girls on their arrival in the city, Mayor James M. Curley yesterday addressed an educational meeting sponsored by the Y. W. C. A. directors.

The Mayor pointed out that New York city reports disappearances of girls there at the rate of 24,000 a year. The Mayor said that he does not know the figures for Boston, but wonders "if we will learn from the disclosures in the hearing now being conducted at the State House." He added that Boston has the largest police force in the world both per capita and for each acre of territory.

Others speakers were Rev Dr Henry Hallam Saunderson, minister of First Parish Church, Brighton, and Mrs Charles Todd Wolfe, executive secretary of the Boston Y. W. C. A. Mrs C. Douglas Mercer presided.

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ART BOARD HITS MOVING OF STATUE

The Boston Art Commission yesterday reported against the proposal to move the statue of Edward Everett from the island in Edward Everett sq., on the ground it obscured the view of motorists.

An investigation of this proposal was made at the request of Mayor Curley. The plan, suggested by traffic experts, was to place the statue on the grass plot at Columbia rd. and East Cottage st.

Boston to Give Jobs to 102 Men

Boston is the first municipality in the state to take advantage of the 60-day suspension of the civil service rules to allow preferment in employment to citizens with dependents.

John J. Walsh, vice-chairman of the civil service committee of the state department of the American Legion, revealed this yesterday on authority of John C. Gilbert, secretary of the State Civil Service Commission.

Mr. Walsh said that Joseph A. Rourke, public works commissioner of Boston, has made requisition to employ 50 laborers and 50 teamsters, under the provisions of the new law. Commissioner Rourke also has asked permission to employ two temporary ship joiners.

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MAYOR CALLS ON POLICE TO LIST JOBLESS OF BOSTON

THE following order was issued last night by Police Supt Crowley to be read at roll call in all divisions:

"I am directed by the police commissioner to notify all division commanders that the listing board has been requested by Mayor Curley to determine how many persons are unemployed in Boston.

"It is, therefore, directed that when police officers call, requesting information for listing pur-

poses, that they also ask if the party to be listed is employed.

"If the man or woman to be listed is employed the police officer will place a cross on the right side of the card after the person's occupation, and if unemployed a double cross.

"Upon completion of this work and before sending cards to headquarters, it is directed that tabulation be made of the unemployed and a duplicate of same be forwarded to the superintendent."

CURLEY HINTS AT WHITE SLAVERY

Mayor Curley, speaking before the Boston Young Women's Christian Association yesterday, declared that if the lid comes off the Garrett case there may be revealed the existence of a white slave traffic in this city.

GLOBE 3/30/30.

POLITICS AND POLITICIANS

By JOHN D. MERRILL

The bill calling for the repeal of the "Baby Volstead Act" will come up next Tuesday afternoon in the Massachusetts House of Representatives. The bill is based on an initiative petition, but, in accordance with the Constitution, the procedure relative to it, so far as the Legislature is concerned, is like that on any other matter. It was assigned to the Committee on Legal Affairs and a majority of that committee reported last week against the bill.

If the Legislature passes the bill it will go into effect without reference to the voters, but, if the Legislature refuses, the question will go on the ballot at the election next November provided its friends obtain, as they easily can, the 5000 additional signatures which the constitution requires. The petition has already been signed by 20,000 voters. It is everywhere believed that the Legislature will reject the bill, although the adverse majority may not be large.

As has been said, the House will take up the matter next Tuesday. The debate will be long. According to rumor, more than 25 members of that branch have signified their intention of arguing for the bill, and it may very well be that its vocal opponents will be equally numerous. Under the circumstances the House may not be able to finish the discussion on Tuesday, in which case it will continue on the next day. The Senate hopes to have the bill on Wednesday, but will not receive it until Thursday if the debate in the House does not end on Tuesday.

It may be taken for granted that the discussion will add nothing to the literature about prohibition and, further, will not change a vote in either the House or the Senate. Every member of each branch has doubtless made up his mind before this how he will vote, but that fact will not silence those who want to talk on it. They hope, at least, that their constituents will read the newspaper reports of what is said in the debate.

There have been no new developments in regard to the probable action of the voters if they go into the polling places next November and find the question on their ballots. Most people expect a majority for the repeal of the act now on the statute books; even the supporters of prohibition are not over-sanguine about the result of the referendum, but they think they have grown stronger in the past few weeks and they hope the extensive and intensive campaign which they propose to inaugurate early in the Autumn will bring other voters to their side.

Bringing Out the Vote

The Republicans will be glad to have the referendum on the repeal of the Baby Volstead Act appear on the ballot next November; they think it will bring out the vote in the country towns, and it is on that the Republicans must rely if they hope to carry the State in the election. The city voters, a large majority of whom are Democrats, will go to the polls without much urging, but the men and women in the rural districts are likely to stay at home unless they are interested in a candidate or a referendum.

It is common knowledge that the Republican organization did what it

could to bring about in 1928 the expression of opinion of the voters in most of the Senatorial districts in the State in regard to the repeal of the 18th amendment to the Federal Constitution. That vote, of course, had no effect—except that it greatly encouraged the opponents of prohibition—and everybody knew it would have no effect; but the Republicans felt the referendum—for it was virtually that—would call out Republican voters. It did so, but they were not enough to carry the State for Mr. Hoover. This year the referendum on the bill for the repeal of the Baby Volstead Act—and this will be a real referendum—will tend to bring out the rural vote, but again it may not be large enough to carry the State for the Republican ticket.

The Republican will have another shot in their locker, namely, the referendum based on the initiative petition for a law forbidding the use of steel traps in the capture of wild animals in the State. That matter also will be on the ballot next November, for the friends of the measure can hardly fail to obtain 5000 signatures to their referendum petition. This question also will appeal to the voters in the country districts. The Legislature has already refused to pass that bill.

So far as the vote on the Baby Volstead Act is concerned, its friends cannot reasonably expect to retain that statute unless they can enlist on their side a considerable number of Democratic voters. Most people feel certain that a large majority of the Republican voters favor the 18th amendment and the Volstead Act, but not a few members of that party will vote for the repeal of the State law which is supposed to aid in the enforcement of the Federal act. In order to make up for the lack of these Republican votes, the "drys" must have the support of Democrats in fairly large numbers. The prohibition people will make special efforts among the Democratic women.

The Senatorial Campaign

Ex-Gov Alvan T. Fuller continues to be a man of mystery—one might perhaps properly say the man of mystery—in the gossip about the Republican nomination to succeed Frederick H. Gillett in the United States Senate. All sorts of stories about Mr. Fuller circulate for a few days and then disappear. It was said directly after his return from Florida that he was a really sick man and that his physical and nervous condition would prevent him from running for public office. That rumor died when he spoke at one or two public gatherings, apparently in his usual health.

Another report was that he had changed his mind in regard to prohibition and had had conferences with the "wets" for the purpose of discovering whether he might expect support from them in the Senatorial fight. That bit of romancing did not last long. The latest piece of news is that he has had several talks with the most pronounced "drys" in order to learn what preference they would exercise if they had the chance of voting for both Mr. Fuller and Ex-Senator Butler, who is already a candidate, in the primary next Fall.

Mr. Fuller will take the public into his confidence when he thinks the proper hour has come; until then anybody has the right to guess about the ex-Governor's intentions. There is still plenty of time for him to enter the Senatorial field if he wants to do so; no one has yet "sewed up" the Republican nomination.

The line has been drawn, however, between Mr. Butler and his only avowed rival, Ex-State Senator Eben S. Draper. The former is "dry," and the latter is "wet"; there is no doubt about their respective attitudes, and consequently the Republican voters will be able to express their prohibition and anti-prohibition convictions in the coming primary. If, as is commonly believed, many more than half of the Republicans in the State are in favor of the 15th amendment, which Mr. Draper would repeal, the chances seem to favor Mr. Butler, particularly as many people who are not "drys" will support him because of political and business associations which cover a long period of years.

It may be assumed that Mr. Butler did not come out in favor of prohibition until he had consulted with Ex-President Coolidge, and that the latter's influence, so far as he cares to assert it, will be used for the man who was chairman of the Republican national committee when Mr. Coolidge was elected President. And who could believe that the group represented by Ex-Gov Channing H. Cox would vote against Mr. Butler.

The only late news on the Democratic side has been the statement of Representative Roland D. Sawyer of Ware that he will be a candidate for the Democratic nomination for the United States Senate; he said some time ago that he would run for either the Senatorship or the Governorship, but it was not until last week that he made his choice between those two offices. Mr. Sawyer has been in the Legislature for many years, is well known through the State, and makes an excellent impression on the stump. It will not do to make light of his candidacy unless the party leaders unite on some one else and do something to bring about the latter's nomination.

Ex-Mayor Marcus A. Coolidge of Fitchburg has delayed the "formal" announcement of his Senatorial candidacy. It was expected last week, but it had not appeared at the hour of going to press. There is a story that the party leaders are beginning to feel some embarrassment over the fact that Mr. Coolidge lives in the same city in which Senator David L. Walsh resides. If the Democrats outside the Metropolitan District do not want Boston to run away with all of the important offices, what would the voters have to say about the election of two Democratic Senators from one of the smaller, although one of the attractive, cities of the Commonwealth? That question has been asked often during the last few days.

Ex-Mayor John F. Fitzgerald of Boston still has no open opponent for the Democratic gubernatorial nomination. Gen. Edward L. Logan is as secretive on his side of the political fence as Ex-Gov Fuller is on his, but the former's friends insist that he will run against Mr. Fitzgerald. Edward P. Barry, also of this city, who was Lieutenant Governor of the Commonwealth 16 years ago, says he may be a candidate for Governor, but the politicians do not yet take him very seriously. Nothing more has been heard from Ex-Mayor Peter F. Sullivan of Worcester, whose name has been mentioned as a possible candidate for Governor.

Some of the younger men in the

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is on acceptance because of the referendum character. Already the speaking list contains the names of 15 wets and 12 drys. Representative John S. Dernham will lead off for the wets and Representative Mayard E. S. Clemons will lead for the drys.

The entire discussion is rather futile. Everyone now knows what the outcome will be. The vote in the Legislature will be against repeal and it will go to the voters on the ballot. If a vote were taken right now the count would be just exactly what it will be in both branches at the conclusion of the discussion, provided no member commits some dreadful blunder in the debate and insults one faction.

WETS WILL MUSTER 100

In the House the wets will muster something in excess of 100 votes. Just how far beyond that mark they will go is problematic. In the Senate the wets will have no more than 13 or 14 votes out of the 39, the president not casting a vote.

The Baby Volstead repeal bill, regardless of the public interest in it, is not a matter of major consequence in the Legislature because of the knowledge of what the outcome is certain to be. More absorbing will be the fights in the future on insurance, power and light and old age pensions.

President Bacon's program in advocacy of home rule has begun to show results. Of course, he is not solely responsible for the legislation which has given the city of Boston, for instance, a \$6,000,000 tax limit bill, repeal of the civil service commission restrictions on the mayor's appointments and a new deal on the construction of sewers, but the policy laid down by him at the outset of the session undoubtedly has had considerable influence on those measures.

That sewer bill is highly important, yet it has gone to engrossment in the House without creating any comment, and comes up for action in the Senate Tuesday. Streets in the city cannot be accepted for construction purposes until sewerage and drainage have been accomplished. Now the present law gives the mayor of Boston only \$1,000,000 to spend for sewers, and under that restriction his campaign for \$10,000,000 would have been futile. Given that huge sum for street construction, he could not have spent it because of the restrictions for sewers which must come first.

IMPERATIVE TO LIFT IT

There are hundreds of unaccepted streets in the city, so it was imperative to lift the ban to permit the expenditure of more than \$1,000,000 for sewers. He got in touch with legislative leaders. A bill removing the restrictions was reported out of the committee on municipal finance unanimously and enacted in the House within a week. It next comes to the Senate and will be hustled through that branch so that Mayor Curley soon will be equipped to handle his street program from every angle.

Mayor Curley, in most matters, has received complete co-operation from the Legislature this year. That is in keeping with Bacon's frequently stated theory of placing full responsibility on

the shoulders of the responsibly elected officials of the municipalities.

While the Legislature is engaged in its more important sessions for the next fortnight the Republican leaders will retire into the background and remain in seclusion. The candidates for various offices are willing to mark time. Amos L. Taylor, the chairman of the state committee, is on his way to Virginia for a 10-day furlough and Louis K. Liggett, the national committeeman, is not expected to return from the South for another week.

Meanwhile they will be on the alert for the next move by Fuller. There were reports during the week that his conference with dry leaders would result in his announcement for the Senate within a few days, but from other sources comes word that if he does run he will avoid wasting his ammunition early in the fight by waiting until summer before shying his castor into the ring.

selection, and he accepted their recommendations.

The detailed report of Engineer Emerson, released yesterday by Mayor Curley, embraces the history of the contract for the installation of boilers, its changes and extensions, and sets forth that leaks developed in four of the five boilers. The leaks were attributed to the layers of oil from the condensate from the heating system.

Emerson disagrees with the recommendations of Prof. Miller and Maj. Smith that the boilers should be replaced. He believes that there is no reason "why the present plant should not operate satisfactorily under normal conditions, with pulverized coal as a fuel" and adds that as many of the causes of the accidents have disappeared it is unlikely that they will recur if there is competent supervision of the plant.

He advises "a long term test under such conditions as exist and if it should be shown that the plant is unsatisfactory or unsafe, then the necessary changes can be made." In the event that the boilers are replaced he recommends the scrapping of the fuel pulverizing equipment and the return to hand firing.

Apart from discussion of the boilers, Emerson calls attention to the fact that no example of "the vacillating and dilatory methods employed by the officials of the city in securing the construction of the new power plant and other mechanical work at Long Island is found in the needless expenditure of \$3750 for removing radiators in the nurses' home."

J. P. Dwyer & Co., contractors who installed the heating system in the home in 1927 had just completed the placing of radiators on the ceilings, when an order was issued to move the radiators to the walls.

The reason set forth by Commissioner Kenney in his request to then Mayor Nichols to approve the contract was that "a great strain is being placed on certain pumps which are a part of the vacuum system at the present time and if a break occurs the entire vacuum system might be severely damaged."

Engineer Emerson comments that it is not clear how any such trouble as Kenney feared could possibly occur. It is also stressed in the report of Emerson that no satisfactory explanation has been made for the scrapping of the old boiler plant which was highly rated by state inspectors and had given excellent service.

TO PLACE BLAME IN BOILER CASE

Curley Orders Counsel to Probe Long Island Hospital Contracts

FIN COM AND CITY ENGINEER AIDING

Determination of the legal responsibility for the failure of two of the five boilers at Long Island Hospital less than two years after their installation was delegated yesterday by Mayor Curley to the city law department. Joseph P. Lyons, assistant corporation counsel, has been given the assignment by Corporation Counsel Samuel Silverman.

It was reported yesterday that Frank A. Goodwin, chairman of the finance commission, which hinted at "malfeasance" in its report on the matter to the mayor, and Guy Emerson, engineer of the commission, were co-operating with Asst. Corporation Counsel Lyons. The boilers have been under scrutiny or consideration since January when trouble occurred. Technology experts reported to Mayor Curley that serious explosions might have happened.

INFERNOR BOILERS

In the technical report of the Technology experts, Prof. Edward F. Miller and Maj. A. S. Smith, no criticism was made of the pulverizing equipment attached to the boilers, but there was sharp criticism of the judgment used in the selection of the boilers. The finance commission has reached the conclusion that the boiler equipment, which cost about \$175,000, is inferior to the equipment discarded.

It is predicted that the finance commission may seize upon the boiler contract as an invitation to investigate expenditures at Long Island. William S. Kenney, who was institutions commissioner while the boilers were installed, has declared that city architects and engineers were responsible for the

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City Bathhouses Being Conditioned

In preparation for the municipal bathing season, which will start on June 15, provided that an earlier hot spell does not cause Mayor Curley to order the city bathhouses and beaches opened, park department workers have started to paint up and clean up.

At the dozen public bathhouses 85 men went to work with soap and water to clean the buildings from top to bottom before the painters arrived with the brushes, and the carpenters began to repair the damage left by winter storms.

DEMOCRATIC DIVISIONS COME TO RAISE REPUBLICAN HOPES, LIKE DAWN AFTER DARKNESS

By W. E. MULLINS

A few weeks ago signals of distress were flying from the masts of the Republican ship of state. The political outlook was discouraging and depressing. Mutters of revolt against the bone dry stand of the party leaders were increasing to a crescendo. The unemployment situation was becoming alarming. Party strife was being fomented by fears of what former Gov. Fuller might do. All that was the darkness that precedes the dawn.

The Republicans still have their greatest asset in Massachusetts, the Democratic party. An open rupture in the ranks of the minority party reaches a climax tomorrow night when the faction dominated by Mayor Curley moves into a position of prominence at the Hotel Statler with a banquet to the state's Democratic mayors, at which more than 3000 guests are expected to break bread.

Frank J. Donahue, the chairman of the Democratic state committee, has been openly affronted. Henry J. Lawler, chairman of the Democratic city committee; Mrs. Colin W. MacDonald, an executive in the party councils, and Charles McGlue, Donahue's predecessor as state chairman, have conducted all the arrangements, and Donahue has been completely ignored.

The background for those conducting the reception may be discovered by referring to the appointment by Mayor Curley of Lawler to the municipal law department and of Mrs. MacDonald to the election commission. Being so closely associated with the mayor, it is only natural to assume that their arrangements have his approval and it is known that Curley and Donahue are far from being on terms of intimacy.

WOULD GO AS A PRIVATE

At present Donahue is not even planning to be among those present. If he changes his mind and goes to the Statler, it will be as a private in the ranks, which is not in keeping with the dignity of the chairman of the state committee. Being human he naturally must resent being shut out with such little ceremony, particularly in view of the organization work in which he has been engaged for the last few months.

Donahue has missed few opportunities to preach the doctrine of the party. He has been embarked on a program of speaking engagements which has taken him into the hinterlands as well as on the beaten paths. Friday night, for instance, he was the chief speaker at a banquet given by the Negro Democrats in the South end. His work in organizing the women voters of the party already has stimulated comment.

On the Republican side there undeniably is strife among the ambitious

candidates, but it is restricted chiefly to the contest for the United States Senate. On the Democratic side there is disunion and treachery among the workers and that gives the Republicans renewed hope that their cycle of ascendancy in the state is still running in their favor. Without party unity the Democrats cannot capitalize the opportunity that faces them and they positively lack it.

Discussions with financial and business men as well as members of the legal fraternity have revealed that they are more concerned with the governorship than they are with the senatorship and there is no indication of any desire to overthrow Gov. Allen for Gen. Logan, John F. Fitzgerald or any of the other Democrats mentioned for the nomination.

JUDICIAL POSITIONS

During the next two years there will be a number of important judicial positions to fill on the bench. That situation has been surveyed recently and it is almost certain to become an issue in the campaign. The character of Gov. Allen's appointments thus far has been sufficiently gratifying to indicate that the substantial voters of the state prefer to follow his leadership for two more years on that important issue.

Marcus A. Coolidge of Fitchburg is expected presently to put himself formally into the contest for the Democratic nomination for senator and his leap into the contest speedily will be followed by numerous others. Representative Roland D. Sawyer of Ware already has announced, but he lacks the finances to wage a campaign of the extent of that which will be staged for the various nominations in both parties this year. Only men of wealth apparently will be in the position to place their qualities before the vast majority of the voters.

Finances are highly important in these days of high-powered political fights. If you associate with the politicians, just glance around these days among your acquaintances and take notice of the looks of affluence that suddenly have come to light. Expensive suits of clothes and overcoats, pockets filled with cigars and other signs of affluence are sufficient indication that the elastis at last have been peeled off the bankrolls. The noiseless campaign already has been begun.

OVERTURE TO FITZGERALD

The studied endeavor that has been in progress since early in the year to get Fitzgerald out of the race for Governor took on a new tack during the week. He was sounded out by a delega-

tion concerning the possibility of running in a combination which had him the candidate for senator, former Mayor Peters the candidate for Governor and John F. Malley the candidate for Lieutenant-Governor.

It was pointed out that Malley was a representative of the western section of the state, being a native of Springfield, but as the former leader of the Elks has been a resident of Boston and Brookline for the last 15 years it was difficult to make him out a western Massachusetts Democrat to Fitzgerald.

As a matter of fact, when John F. discovered that he was given the place on the ticket as senator he spurned the suggestion. He wants to be Governor or he will remain on the sidelines. He clearly indicated that he has no desire to transfer his place of residence to Washington. It's Beacon Hill and the golden dome or Dorchester for him.

Both William M. Butler and Eben S. Draper came through the week with increasing admiration stored up for them, regardless of whether their positions were strengthened. It is easy to have admiration for a candidate and yet be unwilling to vote for him. Draper definitely turned his back on the dry phalanx in the party by the militant stand he took on prohibition, but his frankness in defining his position clearly and openly made friends for him.

Butler, on the other hand, demonstrated that he will conduct a militant campaign by the forceful manner in which he criticized Draper's wet platform. In the past Butler has been accused of being altogether too timid in making his fight. Indications now are that it is his intention to be a two-fisted, aggressive fighter and everyone loves a fighter.

IN CONSTITUTION TO STAY

For one thing Butler and Draper are agreed that the 18th amendment is in the constitution to stay, but that is the only agreement between them. Butler is for enforcement of the Volstead law, because he has endorsed it. As the campaign wears on, Butler will be calling Draper a "nullificationist," and that may get him many votes because there are numerous wet Republicans who will not stand for nullification while the law remains on the statute books.

The legislative contest on the Baby Volstead act will be staged Tuesday and Wednesday. The House will debate the report of the legal affairs committee on the initiative referendum petition bill Tuesday and the Senate will take it apart and put it together again Wednesday.

Speaker Saltonstall hopes to have the House convene at 1 o'clock Tuesday afternoon, one hour ahead of regular schedule, and the discussion will continue until a vote is reached, even if it lasts well into the night. The vote

MAYOR SAYS GARRETT PROBE WILL LAY BARE WHITE SLAVERY HERE

BOSTON TRAFFIC BAD AS CHICAGO, CURLEY CHARGES

He Speaks at Luncheon of Young Women's Christian Association

'RESTITUTION' OF RITZ GRAFT INQUIRED INTO

Warner to See If Any Men Posed as "Collectors" For Police Heads

Existence of a revolting white slave traffic as extensive proportionately as that of any large city in the country, including Chicago and New York, will probably be revealed in Boston "if the lid comes off in the Garrett case," Mayor James M. Curley predicted yesterday.

"In New York city," the mayor said, "24,000 girls vanish mysteriously every year—some of them no doubt to a life of infamy. We do not know how many girls disappear into such a life in Boston every year. I wonder if we are going to learn the extent of this ugly trade through the disclosures now being made in the investigations by the attorney-general."

The mayor thus drew attention to conditions in this city in speaking at a luncheon meeting at the Boston Young Women's Christian Association. His remarks on white slave conditions here, a matter which is now being looked into by Atty.-Gen. Joseph E. Warner, was among the outstanding developments of the day in the inquiry now being made by Warner into the activities of Oliver B. Garrett, as former leader of the police headquarters liquor and vice squad.

CAUSES SENSATION

Mayor Says Boston Has Its Share of White Slave Traffic

Mayor Curley's statement about a "white slave" traffic in Boston caused a sensation yesterday at the luncheon meeting at the Boston Y. W. C. A.

Asked by a reporter to amplify these remarks, he said later:

"If the lid comes off in the Garrett case, there will probably be indicated white slave trade conditions as bad proportionately in Boston as in any other large city. This traffic is probably at its worst in New York and Chicago, but Boston has her share."

"No one knows how far the Garrett case may go in the way of revelations. If the lid does come off, this is one of the things that will probably be brought to light."

In his address, the mayor touched upon the subject in relation to the service of the Y. W. C. A. in protecting young girls from this danger.

"As long as girls are open to temptation of this sort," he said, "there is great need of an organization like yours."

At another point in his talk Mayor Curley expressed his hope that the health units of the George Robert White fund might be more generously endowed than ever.

"Then," he added with a smile, "we need have no fear of the waste and extravagance sometimes caused by a reform administration in the city."

He paid tribute to the Y. W. C. A. as an example of Boston's good fortune in its philanthropic individuals and organizations.

Other speakers were the Rev. Dr. Henry Hallam Saunderson, Brighton, and Mrs. Charles Todd Wolfe, executive secretary of the Y. W. C. A. Dr. Saunderson spoke of the idealism and progressiveness that has pervaded Boston ever since the days of Margaret Winthrop, wife of the first Governor of the Massachusetts Bay Colony, and pointed out that it was here that the Y. W. C. A. was founded just after the civil war. Mrs. Wolfe summarized briefly the work of the organization in the various fields of recreation, instruction and social service.

Mrs. C. Douglas Mercer, president, was chairman of the luncheon. A group of well known women, headed by Mrs. Langdon Frothingham of 476 Beacon street, served as hostesses.

WIDENING INVOLVES BIG LAND SEIZURES

3 Acres to Be Taken from Charlesbank Playground

Land seizures in the widening of Charles street between the dam and Longfellow bridge, will be of considerably greater extent than at first planned, the street lay-out department of the city announced yesterday. Twelve parcels of property for the construction of a traffic circle at Cambridge and Charles street, seven parcels at Leverett and Charles street for another circle, and three acres from the Charles Bank playground will all be taken and the buildings razed to further the developments planned.

Six buildings stand on the acre to be transformed into a traffic and parking circle with a radius of 122½ feet at Cambridge street. One of the buildings to be seized and destroyed is an old Colonial home owned by Annie S. Penfield, which was the centre of much social life a half century ago. Other properties to be taken are a modern apartment, an old dwelling house, and the former Evans Hotel.

Six buildings will probably be destroyed in the construction of the Leverett street circle, nearly all modern and occupied tenement houses.

To offset the decreased playground space on the Charlesbank, the park department plans to fill in the basin. In addition two small tracts of land at the end of Nashua street will be developed into playgrounds and a small bathing beach.

The sum of \$1,000,000 authorized by the Legislature for these improvements will not be exceeded. The plan was authorized during the last days of the Nichols administration, but no appreciable action took place until yesterday.

CHROBE 3/31/30

TELLS CURLEY WHY SHOT AT CONCORD HEARD SO FAR

Descendant of Patriot of 1775 Writes Mayor, "Lexington Let 'Em Go By"

Mayor Curley's official Boston greeting to visitors started the old Lexington-Concord pot boiling again when he placed Lexington as the place where the shot was fired "that was heard 'round the world." Almost daily he receives some communication on the subject. Today he received the following letter from Rev. Lucius R. Paige of 129 Elm st, North Cambridge:

"Anent your wonderfully gracious and well-written welcome to Boston, and as a descendant of one who carried the flag at Concord Bridge, in '75, let me say that you are right, and the Concord Post is also right.

"The reason the Concord shot was heard the farthest was that we, taking the luster from our ancestors in whose glory we bask—stopped 'em there at the bridge; Lexington let 'em go by."

TO SET OUT 300 CHERRY TREES, GIFT FROM JAPAN

Mayor James M. Curley announced yesterday that on Arbor Day there will be special observances when the Park Department will set out 300 cherry trees, a gift from the Japanese Government.

Chairman William P. Long of the Park Department will have charge of the setting out of the trees in a sheltered spot at Jamaica Pond and the exercises on Arbor Day.

SPECIAL APPROPRIATION ASKED BY MAYOR CURLEY

Because of delay of the Legislature in fixing the Boston tax limit, Mayor Curley today will send to the Council an order asking for a special appropriation for the overseers of public welfare, the soldiers' relief and the Department of Corrections. Finances in the departments are low, said to be caused by the delay.

Would Have to Double Force

Commissioner Rourke then explained, that if the measure were approved it would be necessary to more than double his force in order to carry out the program. At this point counsel Silverman was questioned as to what the city's policy would be next year and whether it would ask the Legislature to sanction another \$10,000,000 loan.

The speaker said he could not say what the policy would be but expressed the opinion that the city would not ask the Legislature for a similar amount next year.

Representative Leo M. Birmingham, who, with two other members of the House, introduced one of the pending measures, was recorded in favor of the bills. He said he had been informed that the Commissioner of Public Works would divide equally the appropriation between improvements on unaccepted and accepted streets. This program, he said, met with his approval.

Representative Frank J. McFarland of Dorchester was also recorded in support of the bills, as was Representative Patrick J. Welch of Hyde Park that the commissioner of public works would equally divide the appropriation between improvements on unaccepted and accepted streets. This program, he said, met with his approval. Representative Frank J. McFarland of Dorchester was also recorded in support of the bills, as was Representative Frederick J. Welch of Hyde Park.

CHROBE 3/31/30

OUTLINES PLANS AS TO STREETS

Commissioner Rourke Tells of Needs at Hearing

A continued hearing was held today by the Legislative Committee on Municipal Finance on Mayor Curley's bills to borrow funds outside the debt limit for street and other improvements.

Corporation Counsel Samuel Silverman said he had conferred with the Street Commissioners regarding the program for the expenditure of \$10,000,000 on streets. There was on file Feb 1, with the commissioners, 502 petitions for permanent paving of unaccepted streets, he said. In Dorchester there were 112 such streets, West Roxbury 186, Brighton 96, Hyde Park 55, South Boston 15, East Boston 17 and Roxbury 21. He estimated the cost per street at \$10,000 and the total at \$5,000,000.

Public Works Commissioner Joseph A. Rourke gave further details as to how the other \$5,000,000 would be expended. He told of the great number of accepted streets which are in need of permanent paving and outlined the plans of his department if the legislation is enacted.

Where Money Will Be Spent

Speaking of the provisions of the city's budget for street purposes, the commissioner stated there is an item of \$8,000,000, of which \$590,000 will be spent on streets in the city proper. Of this, 258,000 will be spent in Charlestown, \$352,000 in East Boston, \$981,000 in South Boston, \$750,000 in Roxbury, \$1,904,800 in Dorchester, \$1,108,000 in Brighton, \$1,509,000 in West Roxbury and \$508,000 in Hyde Park.

"Would \$100,000,000 clear up the street problem situation in Boston?" asked Senator Frank W. Osborne of Lynn, chairman of the committee.

"I don't know, I should say between \$80,000,000 and \$90,000,000," Commissioner Rourke replied.

The commissioner then was asked by Representative John P. Higgins of Boston if he, Rourke, could spend \$10,000,000 if it were allotted to the department. Rourke's reply was in the affirmative, and Higgins pointed out that he was under the impression that a \$3,500,000 street program would tax to capacity the staff of the Public Works Department.

AMERICAN 3/31/30

DEMOCRATS ON AIR TONIGHT

Radio fans will be able to listen to the speeches and music at the Democratic dinner at the Hotel Statler tonight. The program will be broadcast through station WBZ.

Nineteen mayors are to be honored guests and Henry E. Lawler, head of the Democratic city committee and Charles H. McGlue, head of the Al Smith League of Massachusetts, who are conducting the affair, said they are confident there will be over 2500 in attendance. The former is to be toastmaster.

Included among the singers at the gathering is to be John Shaughnessy, tenor, who is secretary to Mayor Curley. Representative leaders of the party from every city and town in the Commonwealth will be on hand, since the occasion will mark the firing of the opening shot of the State campaign.

AMERICAN 3/31/30

CURLEY'S \$10,000,000 STREET BILL IS BACKED AT HEARING

ALL DISTRICTS TO SHARE IN PROGRAM

Amount Sought Will Prove to
Be Ample, Legislative
Committee Is Told

Mayor Curley's bill asking for authority to borrow \$10,000,000 outside the debt limit for street improvements was vigorously advocated at a legislative hearing today in the Gardner Auditorium, State House, by Corporation Counsel Samuel Silverman and Public Works Commissioner Joseph A. Rourke.

Silverman said that on February 1 the board of street commissioners had on file 502 petitions for permanent paving of the same number of unaccepted streets.

Of these he said 112 were in Dorchester, 186 in West Roxbury, 96 in Brighton, 55 in Hyde Park, 17 in East Boston and 21 in Roxbury.

Asked if the estimates might not later be increased as a result of necessary work other than paving, Silverman declared that the estimate of \$10,000,000 will be ample.

Commissioner Rourke corroborated Silverman's statement. He said there is an item in the budget of \$8,000,000 of which \$590,000 will be spent on streets in the city proper, \$258,000 in Charlestown, \$352,000 in East Boston, \$981,000 in South Boston, \$750,000 in Roxbury, \$1,904,800 in Dorchester, \$1,108,900 in Brighton, \$1,509,000 in West Roxbury, and \$508,000 in Hyde Park.

"Would \$100,000,000 clear up the street problem situation in Boston?" asked Senator Frank W. Osborne of Lynn, chairman of the committee.

Commissioner Rourke replied that he thought it would take between \$80,000,000 and \$100,000,000.

The commissioner said that if the \$10,000,000 bill is approved, it will mean doubling his force of city workers.

Silverman was asked if the mayor would ask for another \$10,000,000 next year if this were approved. He replied that he could not say what the policy would be, but was of the opinion that the city would not ask for a like amount.

HERALD 3/31/30
\$10,000,000 FOR
BOSTON STREETS

Mayor Curley Tells Legis- lature How Money, if Voted, Will Be Spent

Details as to how the money will be spent if the Legislature grants Mayor Curley's petition to borrow \$10,000,000 for street improvements were given today to the legislative committee on municipal finance.

The sections of the street together with the number of pending petitions for paving of unaccepted streets and the proposed expenditure of \$8,000,000 or streets which is in the annual budget follow:

Boston proper.....	\$590,000
Dorchester, 112.....	\$1,904,000
West Roxbury, 186.....	\$1,509,000
Brighton, 96.....	\$1,108,000
Hyde Park, 55.....	\$508,000
South Boston, 15.....	\$981,000
East Boston, 17.....	\$352,000
Roxbury, 21.....	\$750,000
Charlestown	\$258,000

The details were given the committee today by Samuel Silverman, corporation counsel, and Joseph A. Rourke, public works commissioner.

OUTLINES PLANS

Silverman opened today's hearing. He said he had conferred with the board of street commissioners regarding the contemplated program and was informed that there are on file as of Feb. 1 502 petitions for the permanent paving of 502 unaccepted streets.

He estimated the cost per street at \$10,000 and the total for this phase of construction \$5,000,000. Silverman was questioned at length regarding the possibility of his estimates being increased as a result of necessary work other than paving. His reply to these questions was that he was of the impression that the estimate of \$10,000 would be ample.

MAYOR SUBMITS BOSTON BUDGET

Appropriations Require \$14.50 Assessment in Fixing Tax Rate

Mayor Curley's budget, submitted to the city council, today, disclosed that he had recommended appropriations for departmental maintenance and fixed municipal charges which will require an assessment of \$14.50 per \$1000 of valuation in the determination of the 1930 tax rate.

This amount is \$1.50 less than the \$16 maximum fixed by the Legislature and is 25 cents less than the mayor believed would be necessary before he began to prune what department heads asserted were their minimum financial needs.

In connection with the submission of the budget, the mayor asked the council to make emergency appropriations for the departments of public welfare, soldiers' relief and penal institutions.

The appropriations made in January for these departments have been exhausted and the demands upon the public welfare and soldiers' relief departments have been so heavy that they are considered one of the serious burdens of the administrative year.

Public Works Commissioner Rourke was the only other speaker. He corroborated Silverman's statements regarding unaccepted streets and gave the committee further details of how the other \$5,000,000 would be spent.

The commissioner told of the great number of accepted streets which are in need of permanent paving and outlined in detail what his department would do if the Legislature passed the pending measure.

WOULD DOUBLE FORCE

The commissioner was asked by Representative John P. Higgins of Boston if he, Rourke, could spend \$10,000,000 if it were allotted to the department. Rourke's reply was in the affirmative, and Higgins pointed out that he was under the impression that a \$3,500,000 street program would tax to capacity the staff of the public works department.

Commissioner Rourke then explained that if the measure were approved it would be necessary to more than double his force in order to carry out the program.

Representative Leo M. Birmingham, who with two other members of the House, introduced one of the pending measures, was recorded in favor of the bills. He said he had been informed

AMERICAN 3/31/30

Mayor Signs to Widen Charles Street

WILL START WORK BY MAY DAY

\$1,000,000 Project Involves Land and Building Takings of \$655,809

Steam shovels will be at work on the \$1,000,000 Charles st. widening within 30 days, Mayor Curley announced today, after approving land and building damages recommended by the street commissioners amount to \$655,809.

The pen with which he signed the papers he sent to Henry I. Harriman, president of the Chamber of Commerce and "father" of the improvement.

Property valued at \$60,000 will be taken from Charles st. jail, including the padded-cell building, and to compensate for this the city will permit a new structure on the site of the city stables at Fruit and North Grove sts.

Others changes eventually will be made on North Grove st., where the city has yards, the mortuary and other properties.

The Eye and Ear Infirmary at Charles and Fruit sts. will give up property valued at \$54,888. The largest taking is from Henry M. Williams and Elliott Henderson, trustees, \$140,000.

Papers were to be filed at the Registry of Deeds late today, and the public works commissioner will be notified tomorrow to proceed with plans. Charles st., as previously announced, will be widened from Cambridge st. to Leverett st., between the Longfellow and Craigie bridges, with a traffic circle at each bridge, altogether one of the most extensive improvements in years.

GLOBE 3/31/30
DAMAGES FOR WIDENING

Charles-St Job to Involve \$655,809, Curley Says

The Charles-st widening which is expected to be started within 30 days will involve land and building damages of \$655,809 and will include 26 parcels of land and 13 buildings. The city stable, which has been complained of for a long time, next door to the Massachusetts General Hospital, will be wiped out, as well as the morgue on North Grove st.

Part of the brick wall as well as the padded cell section of the Charles-St Jail will also come down. The padded cell section has been a busy place, said Mayor Curley today, since prohibition. Sheriff Keliher will receive part of the City Yards for a new padded cell building as well as a workshop.

A new location will be found for the City Yards and the hospital will use the site of the old stable for a home for doctors. Mayor Curley will attempt to make some sort of a trade with the hospital trustees for land owned elsewhere by the hospital.

The widening between Charles and Leverett sts costing \$1,000,000 will result in the creation of two traffic circles, one at Cambridge and Charles sts and the other at junction of Charles, Nashua and Leverett sts.

A direct traffic route connecting Charles st at Poplar st and Embankment road will result from the proposed underpass. The underpass may not be completed for two years because the filling to be used in places requires a year for settling.

The pen with which Mayor Curley signed the order for the Charles-st widening was today sent to Pres Henry I. Harriman of the Boston Chamber of Commerce, termed by the Mayor, "the father of an improvement that should serve as a permanent contribution to the convenience of the public and the aesthetic development of a most interesting section of Boston."

TRAVELER 3/31/30

SCHOOL COMMITTEE TO BATTLE FIN COM

To Take up Whole Matter of Vocational Classes

Forecasting a willingness to battle with the Boston finance commission, the school committee will take up the whole matter of vocational classes in the school system, with the intention of obtaining data on which to base action before the commission can release a report on this phase of its investigation of school expenditures.

Union men of various trades have protested to the board of apportionment against the increase in the size of classes on several occasions. Failing to obtain action, several unionists have carried their complaints to members of the committee and have been received with sympathy.

An attack on Asst. Supt. John C. Brodhead, who is considered the board expert on such classes, is seen in the scheduling of vocational classes for the school committee conference tonight. The school committee has to rely on the apportionment board for advice, and the board depends upon Asst. Supt. Brodhead for counsel in vocational matters. He was contact man between the board and the old schoolhouse commission, which was legislated out of existence.

Either Patrick F. Campbell, recently appointed an assistant superintendent, or Arthur Gould, an assistant superintendent who was a member of the school committee's survey committee, will be elected to the post of superintendent of schools, if the incumbent, Jeremiah E. Burke, is not reappointed, it was learned yesterday.

Despite reports to the contrary, Dr. Burke will not resign his position even if he is reappointed, as was intimated, nor will he withdraw as a candidate for reappointment. While it was said that some friends urged him, in view of his health, to resign even if again chosen, it was reliably reported yesterday that other friends want him to remain.

The whole strength of Mayor Curley, who recently came out in favor of Dr. Burke, may be needed to obtain his reappointment. The committee is divided, two for and two against him, with one member still considering.

TRAVELER 3/31/30

Start \$1000,000 Street Widening Within 30 Days

Traffic Circles at Cambridge and Charles Streets and Charles and Leverett Streets Feature Big West End Improvement

Within 30 days Mayor Curley announced today, work will be started upon the \$1,000,000 project of widening Charles street between Cambridge and Leverett streets and the creation of traffic circles at Cambridge and Charles streets and at the junction of Charles, Nashua and Leverett streets.

UNDERPASS COMING LATER

The proposed underpass which will afford a direct traffic route connecting Charles street at Poplar street and Embankment road and which will pass beneath the second span of Longfellow bridge will probably not be built for two years. The necessary filling of the river will be done this year but a very considerable lapse of time will be necessary in order to await the complete settling of filled area beneath the bridge.

It developed today that the Charles street widening will involve at least one major highway improvement and may result in the exchange of land which will compel the abandonment of the Northern Mortuary, the fire station and the public works department yard

on North Grove street and the erection on the site of the city yard of much needed buildings by the Massachusetts General Hospital.

BIG LAND TAKING

Land and property takings, which the street commission has decided are necessary for the construction of the traffic circles, aggregate 26 pieces of land and 13 buildings which will be taken in their entirety or in sections of various sizes.

Most of the takings will be in the vicinity of Charles and Cambridge streets. Plans for the traffic circle, 240 feet in diameter at that point, provide for the diverting of Cambridge street from its present location, just beyond North Grove street, so that it will run in a diagonal direction to Charles street, through a part of the Suffolk county jail yard.

One of the buildings which will be removed is the padded cell house at the jail. The estimated damages to the county are \$60,000.

The street commission has awarded total damages of \$655,809 among 23 owners. The commonwealth of Massachusetts will contribute two parcels of land for which no damages have been awarded and another taking is so small that no damage is done to the property.

MASSACHUSETTS GENERAL PLEA

Today officials of the Massachusetts General Hospital asked Mayor Curley to abandon the North Grove street city yard. Objection was raised because of the flies during the summer months which are a source of bother in the hospital.

Sheriff Kellher was a participant in the conference and he voiced vigorous objection to losing any part of the jail yard unless additional land is diverted to jail purposes. He requested more land for new jail workshops and for an enlargement of the exercise yard.

Because of his demand it is not improbable that the mortuary and the fire station sites will be added to the jail property. It may eventually develop that there will be a very important exchange of land between the city and the Massachusetts General Hospital, whose officials are in search of room for necessary expansion.

After signing the order awarding land damages the mayor sent the pen to Henry I. Harriman, whom he designated as the "father of the improvement."

GLOBE 3/31/30 COLORED ELKS ASK WORK FOR JOBLESS

A resolution is being drafted by a sub-committee of the New England Federation of Colored Elks advocating the mobilization of business men in New England for the purpose of giving the unemployed three days' work every week during the present unemployment situation.

This sub-committee will report at the next conference to be held next month, according to the vote of the delegates that attended the federation's second conference yesterday afternoon at Calanthe Hall, Pythian Temple, South End.

Ex-Senator William B. Butler was one of the guest speakers at yesterday's conference. Mr. Butler lauded President Hoover's efforts to allay unemployment distress.

Other speakers included Arthur Corbett, secretary to Mayor Curley. George W. McKenzie of Worcester presided. Munro Mason, vice president, of this city, opened the meeting. Delegates were present from every New England State and New York State.

TRANSCRIPT 3/31/30

Burke Will

Not Resign School Post

His Re-election Will Be Taken Up Tonight, but Without Definite Action

Superintendent of Schools Jeremiah E. Burke has no intention of resigning his post. This was his statement today in response to a newspaper story of Sunday that, on account of his health, he might decide to quit.

Mr. Burke is not in robust health, but if he had any intention of tendering his resignation he would not do it now that his department is under fire concerning the policies and expenditures in school construction. Mr. Burke is chairman of the board of apportionment, which, in the opinion of the Finance Commission, has indulged in extravagant fancies.

The School Committee will meet this evening in informal conference. Under the law it cannot act with regard to a superintendent. Such action must be taken during April. Mr. Burke's term will expire next month. Since certain tendencies have been reported that the School Committee desires a younger man, Mr. Burke has received hundreds of letters in testimony of the high esteem in which he is held in educational circles. Most prominent among the citizens of Boston to come to his support publicly was Mayor Curley, who regards Mr. Burke as one of the leading educational authorities of the country.

Friends of the superintendent said today that they expect the School Committee to defer action on the election of a superintendent until after the Finance Commission has concluded its investigation of school conditions, and that they were confident that Mr. Burke would emerge from the investigation triumphant.

AMERICAN 3/31/30

CURLEY BUDGET IS COMPLETED

With the 1930 budget ready for submission to the City Council Mayor Curley today revealed that city departments will require \$14.5 per \$1000 of valuation for expenses.

This figure is \$1.50 less than the tax limit of \$16 allowed this year by the Legislature.

In making this announcement the mayor once more criticized State control and expressed the hope that Boston will some day be independent of the present supervisor.

TRANSCRIPT 3/31/30

Big Sum Needed to Solve Boston Street Problem

Commissioner Rourke Says \$80,000,000 to \$90,000,000 Would Clear Situation

Corporation Counsel Samuel Silverman and Public Works Commissioner Joseph A. Rourke of Boston appeared before the legislative Committee on Municipal Finance today with further information as to what Boston will do with the \$10,000,000 it seeks to borrow outside the debt limit for street paving purposes, the former telling the committee that there are on file, as of Feb. 1, 502 petitions for the permanent paving of 502 unaccepted streets. The hearing, a continuation of a previous meeting in the Gardner Auditorium, also was featured by a statement by Commissioner Rourke that it would take between \$80,000,000 and \$90,000,000 to clear up the street problem in Boston. In Dorchester, according to Mr. Silverman, there are 112 unaccepted streets where permanent paving is requested; West Roxbury, 186; Brighton, 96; Hyde Park, 55; South Boston, 15; East Boston, 17; and Roxbury, 21. He estimated the cost per street at \$10,000 and the total of this phase of the construction at \$5,000,000. Questioned as to the possibility of the estimates being increased as the result of necessary work other than paving, Mr. Silverman stated that he thought the \$10,000,000 desired would be sufficient.

Commissioner Rourke, speaking of the city's budget for street purposes, stated that there \$590,000 will be spent on streets in the city proper; \$258,000 in Charlestown; \$352,000 in East Boston; \$981,000 in South Boston; \$75,000 in Roxbury, \$1,904,800 in Dorchester; \$1,108,000 in Brighton;

HERALD 3/31/30

BUTLER ADDRESSES N. E. COLORED ELKS

Lauds Hoover for Calling Business Conference

Former Senator William M. Butler was a guest speaker yesterday at the third conference of the New England Colored Elks, held at Calanthe hall, Pythian Temple, at Ruggles and Washington streets. In his address he lauded President Hoover for his vision last year in calling business leaders to Washington for a conference to stabilize business conditions. Arthur Corbett, secretary to Mayor Curley, was also a speaker.

A resolutions committee was appointed to draft a document relative to the unemployment situation to be presented at the next conference to be held in Worcester in April. Delegates were present from all the New England states and from New York. George W. McKenzie of Worcester presided.

\$1,509,000 in West Roxbury and \$508,000 in Hyde Park.

"Would \$100,000,000 clear up the street problem situation in Boston?" asked Senator Frank W. Osborne, chairman of the committee.

"I don't know; I should say between \$80,000,000 and \$90,000,000," Commissioner Rourke answered.

The commissioner replied in the affirmative when asked by Representative John P. Higgins of Boston if he could spend \$10,000,000 if it were allotted to the department. Representative Higgins then said that he was of the impression that a \$3,500,000 street program would tax to capacity the forces of the Public Works Department. To this Commissioner Rourke replied that, if the measure were approved, it would be necessary to more than double his forces to carry out the program.

Mr. Silverman was asked at this point what the city's policy would be next year and whether it would ask the Legislature to sanction another \$10,000,000 loan. The corporation counsel replied that he was unable to say what the policy would be next year but expressed opinion that the city would not ask the Legislature for a like amount in 1931.

Representative Leo M. Birmingham, who, with two other members of the House, introduced one of the pending measures, was recorded in favor of the bills. He said that he had been informed that the Commissioner of Public Works would equally divide the appropriations between improvements on accepted and unaccepted streets. This program, he declared, met with his approval. Representatives Frank J. MacFarland of Dorchester and Patrick J. Welch of Hyde Park also were recorded in favor of the measures.

Charles St. Project Will Start Soon

It was announced by Mayor Curley today, as he signed the street commission's order for the widening of Charles street and the construction of two traffic days, thus affording employment for scores of laborers.

The widening may result in an exchange of land which will compel the abandonment of the Northern Mortuary, the fire station and the Public Works Department yard and stables on North Grove street and the erection on the site of the city yard, much needed buildings of the Massachusetts General Hospital.

The street commission has awarded property damages of \$655,809 among the twenty-three owners of property to be taken by eminent domain. The estimated damages to the county are \$60,000. Today the officials of the Massachusetts General Hospital asked the mayor to abandon the North Grove street property. Objection was raised because of the flies during the summer which are a source of much trouble at the hospital. Sheriff Keilher objected. He requested more land for new jail workshops.

Mayor Curley, after signing the order, sent the pen to Henry L. Harriman, whom he designated as "the father of the improvement."

AMERICAN 3/31/30 CITE NEED OF MUNICIPAL HANGAR

By GEORGE HAMBLIN

The Boston Municipal Airport needs a hangar built and operated by the city, if the present more or less muddled state of the private operator is to be straightened out. This is the opinion of several of the small commercial operators, who make their week's pay through flying an occasional passenger, or taking a student up for instruction.

With the present day crop of large commercial airplane operators, the fate of the little fellow has been more or less in doubt.

Operating in and around Boston are several "little fellows" who eke out their precarious living from flying passengers and giving a limited amount of student instruction. These "little fellows" are gradually going to other locations, or are giving up the ghost.

When the Boston airport was taken over by the city and plots of ground leased to four companies, the fate of the individual operator hung in the balance. Each owner of a plane was obliged to store it in one of the four commercial hangars and the word went around that only certain few were to be allowed to operate commercially.

These chosen few were boys who have been flying for years on the airport, in some cases since the airport was built seven years ago, and they naturally had a following. The matter has not as yet been straightened satisfactorily, and it is the general opinion that a municipal hangar is needed on the airport. Such a hangar could be used to house these independent boys and they could be allowed to operate from that point without stepping on anyone's toes.

With the present layout of hangars, a space would be hard to find, but the need of one is apparent.

"Every municipal airport I've ever heard of has a hangar owned by the city and Boston should not be the only one not to have such an accommodation," said Tom Croce, the veteran commercial flying man on the airport, having flown there since the port opened.

POST 3/31/30

READY FOR CHARLES ST. WIDENING

19 Parcels of Land, 13
Buildings to Be
Taken

Nineteen parcels of land and 13 buildings will be taken by the city within the next few months in the \$1,000,000 widening of Charles street to a width of 125 feet and the construction of traffic circles at the Boston ends of the Longfellow and the Charles River dam bridges, for the relief of congestion.

PLANS NEARLY DONE

Plans for the widening are rapidly nearing completion, Chairman Thomas J. Hurley of the Street Commission announced yesterday. The traffic circle at Cambridge and Charles streets at the end of Longfellow bridge will sweep away a dozen parcels of real estate and six buildings, including the corner building of the Suffolk County jail, now used for narcotic addicts.

The traffic circle will be 245 feet in diameter at this point and will enclose the five Boston Elevated pillars which are now the cause of confusion. This will call for the removal of the old Penfield homestead, a beautiful specimen of colonial architecture, erected in 1809, at Charles street and Silver place. The two adjoining buildings on Charles street will have to be razed, as well as the old Evans hotel, at Cambridge and Charles, and the structure next to it on Cambridge street, now owned by St. Francis Xavier college of Antigonish, N. S., through a bequest.

Among the lots to be taken is the tennis court and lawn of the Massachusetts Eye and Ear Infirmary nurses' home at Charles street and Embankment road, for the traffic circle will sweep across the lawn and almost reach the building.

Embankment road will be connected with Charles street at Fruit street by means of an underpass beneath the second arch of the Longfellow bridge. Then Charles street itself will be widened to a width of 125 feet by cutting off a strip 60 feet wide from the present Charlesbank gymnasium and playground.

At Charles and Leverett streets, seven tenement houses will be razed to make way for the traffic circle at the end of the Charles River dam bridge for the direction of traffic on the Northern artery, Nashua street extension and Charles street routes, which converge at this point.

For the land which will be taken from the Charlesbank park, three times as much will be added by filling in along the shore of the Charles river to a width of 240 feet, from the Longfellow bridge to Poplar street.

RECORD 3/31/30

MAYOR CALLS ON POLICE TO LIST JOBLESS OF BOSTON

THE following order was issued last night by Police Supt Crowley to be read at roll call in all divisions:

"I am directed by the police commissioner to notify all division commanders that the listing board has been requested by Mayor Curley to determine how many persons are unemployed in Boston.

"It is, therefore, directed that when police officers call, requesting information for listing pur-

poses, that they also ask if the party to be listed is employed.

"If the man or woman to be listed is employed the police officer will place a cross on the right side of the card after the person's occupation, and if unemployed a double cross.

"Upon completion of this work and before sending cards to headquarters, it is directed that tabulation be made of the unemployed and a duplicate of same be forwarded to the superintendent."

CHRON 3/31/30

WILL TAKE 13 HOUSES TO WIDEN CHARLES ST

Action by Right of Eminent
Domain Is Announced

One the Penfield Mansion of 1809
—Sweep Between Dam and Bridge

Definite steps toward the long-considered widening of Charles st between the dam and Longfellow Bridge, at a probable cost of \$1,000,000, are revealed with the announcement that 13 buildings, one an old Colonial mansion, will be taken under right of eminent domain.

The city will not only take about three acres from the Charlesbank Playground to make Charles st 125 feet wide, but also 12 parcels of property at the corner of Cambridge and Charles st for the construction of a traffic circle, and seven parcels at the corner of Charles and Leverett sts for another circle.

The Cambridge-st circle will have a radius of 122½ feet, inclosing five piers which support the Elevated structure, and providing space for automobile parking, if such is to be allowed, for visitors to the Charles-st Jail and Massachusetts General Hospital nearby.

Of the 12 parcels of land in this area, there are buildings on six. One of the structures to be destroyed is the old mansion of the Penfield family, a beautiful example of Colonial architecture erected in 1809, and at present owned by Annie S. Penfield. The house stands at the corner of Charles st and Silver pl. It was a center of much social life two generations ago.

There are two properties on Charles st, one a modern apartment and the other an old-time dwelling. At the corner of Charles and Cambridge sts there is a building once known as the Evans Hotel, and this, as well as an adjoining building fronting on Cambridge st and owned by St Francis Xavier College of Antigonish, N. S., must be torn down. The other building to be taken is used for care of narcotic cases by Suffolk County Jail.

Five vacant parcels are to be taken, one of them owned by the Massachusetts Eye and Ear Infirmary. The Leverett-st traffic circle, which is designed to be considerably smaller,

will mean the practical destruction of seven buildings, all modern tenement houses, now occupied. Although a large area will be taken from Charlesbank Playground, the Park Department will add three times as much land by filling in the basin and providing a bathing beach.

HERALD 3/31/30

CURLEY DECLARED CORRECT ON 'SHOT'

Lexington Offers Reinforce-
ments, if Needed

Mayor Curley has been declared to be correct in the quotation in his Tercentenary greeting that the "shot heard round the world" was fired on Lexington Green.

The mayor had previously declared that regardless of the claims that the shot was fired at Concord bridge, he intended to stand pat on Lexington. Yesterday the Lexington tercentenary committee offered him reinforcements if he should need assistance, of which doubt was expressed, to support his claim. Chairman Harold B. Lamont wrote:

The people of Lexington were glad to see that the mayor of Boston is a keen student of local history.

It has been said among us that the people of Lexington were ready for battle in 1775 and ever since.

We doubt whether you need any reinforcements in the stand that you have taken that the Revolutionary war began on the Battle Green at Lexington, but, if you do, do not hesitate to call on me and sufficient and convincing proof will be submitted on short notice.

I might add, however, that this argument over Lexington and Concord is nothing new and by mutual consent of Lexington and Concord, it was allowed to sleep a number of years ago as the only results obtained were anything but constructive.

Post 3/31/30

NEW BOILER PLANT JOB "RECKLESS"

Fin. Com. Engineer
Raps Former Ad-
ministration

Installation of the new boiler plant at the Long Island Hospital at a cost of \$179,149 was characterized as "reckless and unnecessary" by Engineer Guy C. Emerson of the Finance Commission, in a report of his investigation of the recent failure of the new boilers, released yesterday by Mayor Curley.

HITS NICHOLS' REGIME

The report accused the last administration at City Hall of "vacillating and dilatory methods" in providing the plant which was installed by the J. P. Dwyer Company on contracts awarded by former Institutions Commissioner William S. Kinney with the approval of former Mayor Nichols.

Engineer Emerson reported that the contractor had installed the heating system in the new nurses' home and after the radiators had been attached to the ceilings, another contract of \$3750 was awarded which provided for removing the radiators from the ceilings and placing them on the walls.

He declared that there was no reason for replacing the central heating and power plant as the old boilers had been inspected and approved by State officials. Yet, he reported, a contract was awarded on June 15, 1928, for the installation of four new return tubular boilers to the lowest of three bidders.

Two Boilers Instead of Four

But 10 days after the contract was signed, it was changed so that only two new boilers were to be put in instead of four, although the price of the contract remained at \$68,300 by the contractor supplying meters, gauges and other boiler equipment, not called for

in the original contract, Engineer Emerson stated.

"Work upon this contract was apparently completed in November, 1928, and the city received two boilers with coal burning equipment instead of four boilers, as originally contemplated," stated the report.

Then, on Dec. 12, 1928, the same contractor was given without competition a contract of \$54,900 more to install three additional boilers and \$47,149 extra for three steam, turbine driven coal pulverizing units on Oct. 24, 1929," stated the report.

"The result of the third contract was to remove the three boilers from use during the coldest part of the winter and to place the entire duty of furnishing light, heat and power upon the two new boilers already installed. This duty required that the boilers operate at several times their rated capacity," charged the Finance Commission engineer.

He charged that the boilers then developed leaks and that although State Inspector John B. Kearney ordered them discontinued, his orders were not observed.

He recalled the reports of the State inspector and also of Professor Edward F. Miller and Major A. S. Smith of Tech, which found that the leaks in the boilers were caused by oil getting into the water in the boilers.

GLOBE 3/31/30

WOULD NOT MOVE THE EVERETT STATUE

Art Commission Opposed
to School Site

If Menace to Traffic Statue May Go
to Any Part of Boston

The Art Commission of the city of Boston in a communication to Mayor Curley yesterday declared the commission sees no aesthetic or sentimental reason for the removal of the Edward Everett statue in Dorchester. If it can be shown that the statue is a menace to traffic, the Art Commission said the statue could be moved anywhere in the city.

Chairman J. Harleston Parker's letter to Mayor Curley says:

"Complying with your request, members of the Art Commission in company Mr Long of the Park Department, examined the site proposed for the removal of the Edward Everett statue, namely the site of the First Dorchester Schoolhouse. We have come to the conclusion that this site is inadequate and should not be considered on account of its surrounding and background.

"Referring to the general question of the removal of the Edward Everett statue, the commission sees no aesthetic or sentimental reasons for its removal from the square which bears its name.

"At the time this statue was placed in its present location, the various authorities were consulted and their general approval obtained. Also some years ago this question was thoroughly investigated from all points of view, the Police Department, Boston Elevated and the Uphams Corner Improvement Association taking part in the discussion.

"If it can be shown conclusively that the statue is a serious menace to traffic and that the safety of the public absolutely necessitates its removal, this commission will gladly cooperate in endeavoring to find a suitable site for it. Should it be removed from the square which bears its name, it seems to us that its location in the neighborhood is not obligatory, unless an excellent site can be found, but that it might be placed in any part of the city where it would enhance the appearance of the surroundings."

GLOBE 3/31/30

MAYOR LAUDS Y. W. FOR CARE OF GIRLS

In Address, Refers Briefly
to Garrett Inquiry

Complimenting the Young Women's Christian Association on its work in caring for country girls on their arrival in the city, Mayor James M. Curley yesterday addressed an educational meeting sponsored by the Y. W. C. A. directors.

The Mayor pointed out that New York city reports disappearances of girls there at the rate of 24,000 a year. The Mayor said that he does not know the figures for Boston, but wonders "If we will learn from the disclosures in the hearing now being conducted at the State House." He added that Boston has the largest police force in the world both per capita and for each acre of territory.

Others speakers were Rev Dr Henry Hallam Saunderson, minister of First Parish Church, Brighton, and Mrs Charles Todd Wolfe, executive secretary of the Boston Y. W. C. A. Mrs C. Douglas Mercer presided.

NOT TO MOVE STATUE OF EDWARD EVERETT

The statue of Edward Everett, erected in 1867, in the Dorchester square which is named for him, will not be removed to the site of the first Dorchester schoolhouse.

The Boston art commission reported to Mayor Curley, yesterday, that while it might eventually be considered advisable to select a new site, the proposed location is entirely inadequate and barred from serious consideration because of its background and surroundings.

Mayor Accepts Invitation to Governor's Luncheon

The Governor's luncheon of the Massachusetts Real Estate Exchange, given in honor of His Excellency, Frank G. Allen, and to be held at the Hotel Statler on Wednesday, April 9, at 12:30 p. m., promises to be an event well worth the attendance of outsiders as well as members of the Massachusetts Real Estate Exchange and Real Estate Brokers in Metropolitan Boston.

Mayor James M. Curley has accepted the invitation of the exchange to this luncheon and this ought to be an added inducement for others to attend.

Mr. John J. Martin, former president of the exchange and recently appointed Park Commissioner of the City of Boston will act as toastmaster.

Reservations have started coming into the exchange from the members and a worth-while representation is expected.

MAYOR SAYS GARRETT PROBE WILL LAY BARE WHITE SLAVERY HERE

BOSTON TRAFFIC BAD AS CHICAGO, CURLEY CHARGES

He Speaks at Luncheon of Young Women's Christian Association

'RESTITUTION' OF RITZ GRAFT INQUIRED INTO

Warner to See If Any Men Posed as "Collectors" For Police Heads

Existence of a revolting white slave traffic as extensive proportionately as that of any large city in the country, including Chicago and New York, will probably be revealed in Boston "if the lid comes off in the Garrett case," Mayor James M. Curley predicted yesterday.

"In New York city," the mayor said, "24,000 girls vanish mysteriously every year—some of them no doubt to a life of infamy. We do not know how many girls disappear into such a life in Boston every year. I wonder if we are going to learn the extent of this ugly trade through the disclosures now being made in the investigations by the attorney-general."

The mayor thus drew attention to conditions in this city in speaking at a luncheon meeting at the Boston Young Women's Christian Association. His remarks on white slave conditions here, a matter which is now being looked into by Atty.-Gen. Joseph E. Warner, was among the outstanding developments of the day in the inquiry now being made by Warner into the activities of Oliver B. Garrett, as former leader of the police headquarters liquor and vice squad.

CAUSES SENSATION

Mayor Says Boston Has Its Share of White Slave Traffic

Mayor Curley's statement about a "white slave" traffic in Boston caused a sensation yesterday at the luncheon meeting at the Boston Y. W. C. A.

Asked by a reporter to amplify these remarks, he said later:

"If the lid comes off in the Garrett case, there will probably be indicated white slave trade conditions as bad proportionately in Boston as in any other large city. This traffic is probably at its worst in New York and Chicago, but Boston has her share."

"No one knows how far the Garrett case may go in the way of revelations. If the lid does come off, this is one of the things that will probably be brought to light."

In his address, the mayor touched upon the subject in relation to the service of the Y. W. C. A. in protecting young girls from this danger.

"As long as girls are open to temptation of this sort," he said, "there is great need of an organization like yours."

At another point in his talk Mayor Curley expressed his hope that the health units of the George Robert White fund might be more generously endowed than ever.

"Then," he added with a smile, "we need have no fear of the waste and extravagance sometimes caused by a reform administration in the city."

He paid tribute to the Y. W. C. A. as an example of Boston's good fortune in its philanthropic individuals and organizations.

Other speakers were the Rev. Dr. Henry Hallam Saunderson, Brighton, and Mrs. Charles Todd Wolfe, executive secretary of the Y. W. C. A. Dr. Saunderson spoke of the idealism and progressiveness that has pervaded Boston ever since the days of Margaret Winthrop, wife of the first Governor of the Massachusetts Bay Colony, and pointed out that it was here that the Y. W. C. A. was founded just after the civil war. Mrs. Wolfe summarized briefly the work of the organization in the various fields of recreation, instruction and social service.

Mrs. C. Douglas Mercer, president, was chairman of the luncheon. A group of well known women, headed by Mrs. Langdon Frothingham of 476 Beacon street, served as hostesses.

WIDENING INVOLVES BIG LAND SEIZURES

3 Acres to Be Taken from Charlesbank Playground

Land seizures in the widening of Charles street, between the dam and Longfellow bridge, will be of considerably greater extent than at first planned, the street lay-out department of the city announced yesterday. Twelve parcels of property for the construction of a traffic circle at Cambridge and Charles street, seven parcels at Leverett and Charles street for another circle, and three acres from the Charles Bank playground will all be taken and the buildings razed to further the developments planned.

Six buildings stand on the acre to be transformed into a traffic and parking circle with a radius of 12½ feet at Cambridge street. One of the buildings to be seized and destroyed is an old Colonial home owned by Annie S. Penfield, which was the centre of much social life a half century ago. Other properties to be taken are a modern apartment, an old dwelling house, and the former Evans Hotel.

Six buildings will probably be destroyed in the construction of the Leverett street circle, nearly all modern and occupied tenement houses.

To offset the decreased playground space on the Charlesbank, the park department plans to fill in the basin. In addition two small tracts of land at the end of Nashua street will be developed into playgrounds and a small bathing beach.

The sum of \$1,000,000 authorized by the Legislature for these improvements will not be exceeded. The plan was authorized during the last days of the Nichols administration, but no appreciable action took place until yesterday.

HERALD 3/31/30

DEMOCRATIC DIVISIONS COME TO RAISE REPUBLICAN HOPES, LIKE DAWN AFTER DARKNESS

By W. E. MULLINS

A few weeks ago signals of distress were flying from the masts of the Republican ship of state. The political outlook was discouraging and depressing. Mutters of revolt against the bone dry stand of the party leaders were increasing to a crescendo. The unemployment situation was becoming alarming. Party strife was being fomented by fears of what former Gov. Fuller might do. All that was the darkness that precedes the dawn.

The Republicans still have their greatest asset in Massachusetts, the Democratic party. An open rupture in the ranks of the minority party reaches a climax tomorrow night when the faction dominated by Mayor Curley moves into a position of prominence at the Hotel Statler with a banquet to the state's Democratic mayors, at which more than 3000 guests are expected to break bread.

Frank J. Donahue, the chairman of the Democratic state committee, has been openly affronted. Henry J. Lawler, chairman of the Democratic city committee; Mrs. Colin W. MacDonald, an executive in the party councils, and Charles McGlue, Donahue's predecessor as state chairman, have conducted all the arrangements, and Donahue has been completely ignored.

The background for those conducting the reception may be discovered by referring to the appointment by Mayor Curley of Lawler to the municipal law department and of Mrs. MacDonald to the election commission. Being so closely associated with the mayor, it is only natural to assume that their arrangements have his approval and it is known that Curley and Donahue are far from being on terms of intimacy.

WOULD GO AS A PRIVATE

At present Donahue is not even planning to be among those present. If he changes his mind and goes to the Statler, it will be as a private in the ranks, which is not in keeping with the dignity of the chairman of the state committee. Being human he naturally must resent being shut out with such little ceremony, particularly in view of the organization work in which he has been engaged for the last few months.

Donahue has missed few opportunities to preach the doctrine of the party. He has been embarked on a program of speaking engagements which has taken him into the hinterlands as well as on the beaten paths. Friday night, for instance, he was the chief speaker at a banquet given by the Negro Democrats in the South end. His work in organizing the women voters of the party already has stimulated comment.

On the Republican side there undeniably is strife among the ambitious

candidates, but it is restricted chiefly to the contest for the United States Senate. On the Democratic side there is disunion and treachery among the workers and that gives the Republicans renewed hope that their cycle of ascendancy in the state is still running in their favor. Without party unity the Democrats cannot capitalize the opportunity that faces them and they positively lack it.

Discussions with financial and business men as well as members of the legal fraternity have revealed that they are more concerned with the governorship than they are with the senatorship and there is no indication of any desire to overthrow Gov. Allen for Gen. Logan, John F. Fitzgerald or any of the other Democrats mentioned for the nomination.

JUDICIAL POSITIONS

During the next two years there will be a number of important judicial positions to fill on the bench. That situation has been surveyed recently and it is almost certain to become an issue in the campaign. The character of Gov. Allen's appointments thus far has been sufficiently gratifying to indicate that the substantial voters of the state prefer to follow his leadership for two more years on that important issue.

Marcus A. Coolidge of Fitchburg is expected presently to put himself formally into the contest for the Democratic nomination for senator and his leap into the contest speedily will be followed by numerous others. Representative Roland D. Sawyer of Ware already has announced, but he lacks the finances to wage a campaign of the extent of that which will be staged for the various nominations in both parties this year. Only men of wealth apparently will be in the position to place their qualities before the vast majority of the voters.

Finances are highly important in these days of high-powered political fights. If you associate with the politicians, just glance around these days among your acquaintances and take notice of the looks of affluence that suddenly have come to light. Expensive suits of clothes and overcoats, pockets filled with cigars and other signs of affluence are sufficient indication that the elastic at last have been peeled off the bankrolls. The noiseless campaign already has been begun.

OVERTURE TO FITZGERALD

The studied endeavor that has been in progress since early in the year to get Fitzgerald out of the race for Governor took on a new tack during the week. He was sounded out by a delegation concerning the possibility of running in a combination which had him

the candidate for senator, former Mayor Peters the candidate for Governor and John F. Malley the candidate for Lieutenant-Governor.

It was pointed out that Malley was a representative of the western section of the state, being a native of Springfield, but as the former leader of the Elks has been a resident of Boston and Brookline for the last 15 years it was difficult to make him out a western Massachusetts Democrat to Fitzgerald.

As a matter of fact, when John F. discovered that he was given the place on the ticket as senator he spurned the suggestion. He wants to be Governor or he will remain on the sidelines. He clearly indicated that he has no desire to transfer his place of residence to Washington. It's Beacon Hill and the golden dome or Dorchester for him.

Both William M. Butler and Eben S. Draper came through the week with increasing admiration stored up for them, regardless of whether their positions were strengthened. It is easy to have admiration for a candidate and yet be unwilling to vote for him. Draper definitely turned his back on the dry phalanx in the party by the militant stand he took on prohibition, but his frankness in defining his position clearly and openly made friends for him.

Butler, on the other hand, demonstrated that he will conduct a militant campaign by the forceful manner in which he criticized Draper's wet platform. In the past Butler has been accused of being altogether too timid in making his fight. Indications now are that it is his intention to be a two-fisted, aggressive fighter and everyone loves a fighter.

IN CONSTITUTION TO STAY

For one thing Butler and Draper are agreed that the 18th amendment is in the constitution to stay, but that is the only agreement between them. Butler is for enforcement of the Volstead law, because he has endorsed it. As the campaign wears on, Butler will be calling Draper a "nullificationist," and that may get him many votes because there are numerous wet Republicans who will not stand for nullification while the law remains on the statute books.

The legislative contest on the Baby Volstead act will be staged Tuesday and Wednesday. The House will debate the report of the legal affairs committee on the initiative referendum petition bill Tuesday and the Senate will take it apart and put it together again Wednesday.

Speaker Saltonstall hopes to have the House convene at 1 o'clock Tuesday afternoon, one hour ahead of regular schedule, and the discussion will continue until a vote is reached, even if it lasts well into the night. The vote

HERALD 3/31/30

CHARLES STREET PLAN

Few persons question the need of widening Charles street between Cambridge and Leverett, or the advisability of constructing traffic circles to relieve the present congestion at the junctions of Charles and Cambridge and of Charles and Leverett, particularly at the former. Charles street, since the widening of that part between Beacon and Cambridge, some ten years ago, has become one of the principal thoroughfares of Boston, being the link between the city's centre and the Northern Artery and, with the recent extension of Nashua street, supplying the most direct route from the Back Bay to the North Station. That the section of Charles street in the vicinity of the Massachusetts General Hospital is pitifully inadequate to meet this increased traffic is obvious to any one forced to drive over it.

The announcement by the city Saturday of the amount of private property considered necessary to take in order to build the two traffic circles comes, however, as a shock. Proponents of the project had believed that little condemnation of private property would be required since the greater part of the work would be done on the Charlesbank side of the street, already publicly owned land. The Legislature, in Chapter 371, Acts of 1929, authorized the city to borrow \$1,000,000 outside the debt limit to carry out the project, including the taking of private land. It is to be hoped that the nineteen parcels of property can be bought and the work of construction completed for a total sum within that figure. Mayor Curley and Chairman Goodwin of the Finance Commission may be trusted to guard against extravagance.

Post 4/1/30



Aviation history may never get very excited about it, but two distinguished Bostonians will always get a great personal kick out of the story of how a five-pound pot of Boston baked beans travelled by air the other day from Boston to New York.

The beans came from a certain downtown restaurant. They were especially packed. A secretary of the donor of the beans rushed them by taxi from downtown Boston to the East Boston Airport.

Here there were a set of special instructions for the precious bean pot. The point was emphasized that the S.S. George Washington was leaving its pier in Hoboken at a given hour and that the beans must be aboard that ship before she pulled out. And before the gangplank was taken in the beans were aboard.

It is only important to add that they were the gift of Mayor Curley of Boston to A. C. Ratschesky, sailing for Europe to take up his duties as United States minister to Czechoslovakia, in Prague.

TRANSCRIPT 3/31/30

Curley Cuts

\$2,000,000

from Budget

Requires Only a \$14.50 Tax Limit, Though Legislature Gave Him \$16

True to his promise, Mayor Curley has so handled his annual budget requirements that he will not need all of the appropriating power which the Legislature gave him. The figures presented to the City Council this afternoon indicated that the mayor had cut approximately \$2,000,000 from the departmental estimates and would therefore need a tax limit of \$14.50 per \$1000 in valuation, instead of the legislative grant of \$16.

But the mayor decided to send to the Council a supplementary budget request today to provide for the extraordinary demands of the Public Welfare, Soldiers' Relief and Penal Institutions departments.

The budget has been in preparation since the first of the year and every department has been called before the mayor and the budget commissioner for consultation. Only by the practice of rigid economy, the mayor told his official family, can he keep the tax rate from soaring above \$2 this year. And the department heads realized that they would be held accountable for the expenditures under their control.

GLOBE 4/1/30

MUNICIPAL AND COUNTY BUDGETS \$49,501,799

Municipal and county service for 1930 will cost \$49,501,799.53, according to the budget presented yesterday by Mayor Curley to the City Council for its approval. It is \$1,916,210.17 higher than last year's similar document. The increase, according to the Mayor, was caused by salary boosts late last year and extra demands for soldiers' relief and city aid, as a result of unemployment.

Budget estimates of heads of departments were slashed \$3,431,243.71, but the cut did not include the salary increases made by Ex-Mayor Nichols in the last month of his administration. The budget will be scrutinized by the Council Committee on Appropriations, Robert Wilson Gardiner Jr, chairman, and department heads will be interrogated.

The Mayor apparently will not avail himself of the authority granted by the Legislature of a tax limit of \$16 a thousand on taxable property, for the budget calls for only \$14.50 a thousand, which also includes county expenditure and provisions for the city and county debt.

City department budget estimates call for \$35,189,249.12, an increase of \$4,530,865.66 over last year; county appropriations \$3,534,856.08, an increase of \$61,981.14. Approval is asked for \$136,797 for salary increases to 2366 employees, most of whom get the automatic sliding scale until the maximum is reached. This class includes firemen and police as well as 406 clerks, 304 institutional employees, 243 professional employees, 208 inspectors and investigators, 72 laborers and 39 mechanics.

Another reason advanced for increased payroll requirements was the requirement of additional employees at the City Hospital, Boston Sanatorium, Long Island Hospital, the White health units and the Traffic Commission. The Tercentenary is also costing some, for \$75,000 was appropriated for it as well as \$35,000 being necessary for the regular holiday programs.

Other items of expense over last year are the primary and election, traffic signal installation, snow removal and additional library books.

The county increase calls for additional salary, \$9152.07, to 125 county employees at the courthouse, jail and institutions and \$8254.79 to care for six new working positions. All increases apply to lower paid persons.

TRANSCRIPT 3/26/30

Three Birds with One Stone

The authorities and citizens of the city of Lynn are to be congratulated upon having evolved a project for mitigating unemployment, which also promises a financial return as a direct result of the work of the men employed upon it. Acting upon a suggestion of Mayor Fred J. Manning, who desires to do all in his power to relieve the unemployed, the park department is taking steps to create a fund of \$80,000 with which to construct a public golf course. Some weeks ago, Rev. Francis Maley, pastor of St. Joseph's Church, placed \$1000 in a Lynn bank as a nucleus for an unemployment fund, and around this, perhaps, the money to be collected for this worthy enterprise may cluster. As the work will be done with private funds, civil service requirements will be waived, and the needy will be set to work as soon as the success of the project can be demonstrated.

We call it a "worthy" project for three reasons: that it will provide employment, that it will add to the health and pleasure of the patrons of the course, and that it will pay cash dividends to the city, or whoever becomes the ultimate owner. Through the courtesy of William P. Long, chairman of the Boston Park Commission, an enthusiast and authority upon park development, we happen to be in possession of the figures showing the amount of business done by Boston's municipal course, that at Franklin Field, and they are full of encouragement for projects of this kind, for it is, we believe, the unanimous experience that well-conducted public golf courses are paying ventures.

Golf was introduced into Franklin Park in 1896 by William Campbell, a famous Scotch professional, who was given the concession for a nine-hole course. The fee was fifteen cents a round, or twenty-five cents for two rounds, and Campbell was allowed also to give lessons. In 1900 the park department took over the course and made it what is believed to be the first free golf course in America. Six holes for beginners were added in 1901, inside the nine-hole course, and in 1923, the course having been meantime enlarged to eighteen holes, a new arrangement was instituted whereby each player paid the nominal fee of \$10 for the use of the course for one year. Lockers are rented for \$3 a year. One or two concessions are granted, including one for lessons and the sale of accessories, but none having to do with the playing of the game.

The results have borne out the prediction of Mr. Long and his associates that the new policy would pay. The revenue for golf permits and use of lockers has risen from \$19,683 in 1923 to \$31,106 in 1929. The registered attendance in the last four years has increased from 53,034 to 61,237. The "regulars" paid in \$17,850 for their annual permits in 1929, and

additional receipts from daily permits amounted to \$10,067, and from Sunday and holiday permits to \$1374. The expense is approximately \$15,000 a year, and usually has run at about 50 per cent of the receipts, thus suggesting perhaps a larger percentage of profit than from any other municipal activity. It costs ordinarily from \$6000 to \$12,000 a year to keep a private 18-hole course in good condition, and other expenses will relate to care of buildings, etc. No two municipal courses may be run on exactly the same plan, but all of them, we believe, pay handsomely, to say nothing of the dividends in health and recreation. We shall watch the Lynn experiment with interest, and we trust that the \$80,000 will be forthcoming right away.

TRANSCRIPT 4/1/30

Japan Sends

Cherry Trees as Memorial

Three Hundred as Gift to Boston for the 1930 Celebration

Boston will soon receive three hundred cherry trees as a tercentenary memorial. Mayor Curley has been informed of the gift by the Japan Society of Boston, of which he is an honorary member, and has decided that the trees shall be planted on Arbor Day, April 26, with fitting ceremonies.

Announcement of the gift comes by cable from Tokio signed by Professor Entaro Noguchi of the Imperial University, chief director of the Japanese Education Association, which is the donor. The gift is a result of a visit of representatives of the association to Boston last November and the culmination of an extensive correspondence between the Japan Society of Boston and the officials of the Tokio association.

Mayor Curley, in acknowledging the gift, wrote to George W. Tupper, secretary of the Japan Society of Boston, that it is "but an added proof of the desire upon the part of the Japanese Government and people to promote friendly relations with the United States." He announced that he had directed Chairman William P. Long of the Park Department to make suitable arrangements for the planting of the trees in the Public Garden and at Jamaica Pond.

The mayor also informed Mr. Tupper that it had been a great pleasure to extend invitations to the Japanese ambassador, the Japanese consul general, members of the Japanese societies and officials representing the United States Government, the State and the city of Boston, to participate in the exercises incident to the tree planting.

The Japanese Education Association's representatives arrived in Boston Sunday, Nov. 10, on the steamship *Laconia*. They were making a tour of the world. While in Boston they visited Harvard, Technology, Northeastern University, the Museum of Fine Arts and various public libraries, besides schools in Brookline, Cambridge and Boston. A dinner was given them at the Copley-Plaza by the Japan Society of Boston.

Cherry trees have been presented by the Japanese Government to Washington, where they are now in full bloom on West Potomac Park, Philadelphia and Seattle. The gift to Boston is the first by a private organization in Japan.

TRAVELER 3/26/30

MUSICIANS ASK CONVENTION AID

Representatives of the Boston Musicians' Union, who called upon Mayor Curley today to request financial assistance to meet the expenses of the convention of the National Musicians' Union, to be held in Boston in June, guaranteed that daily concerts by 200 musicians would be given at the Parkman band stand.

The mayor made known to them that if the Legislature acts favorably upon a pending bill to permit expenditures for such purposes he will be willing to set aside \$2000 for the convention.

HERALD 4/1/30

WOMEN'S CLUB LUNCHEON APRIL 11

Guests and speakers announced by Mrs. Carl L. Watson, president of the Boston City Federation of Women's Club; to attend the annual meeting and luncheon of the federation at the Hotel Statler, Friday, April 11, include Gov. and Mrs. Frank G. Allen, Mayor James M. Curley, the Hon. John F. Fitzgerald, chairman of the tercentenary committee; President and Mrs. Daniel L. Marsh of Boston University; Herbert C. Parsons, commissioner of probation; Charles F. D. Belden, director of the Boston Public Library, and Mrs. Belden; Lewis T. MacBrayne, manager Massachusetts safety council, and Mrs. MacBrayne; Mrs. Azel A. Packard, president Massachusetts State Federation of Women's Clubs; Mrs. Francis Mayer Carter and state and past presidents of the Boston City Federation.

Post 4/1/38

DEMOCRATS IN VICTORY OUTBURST

Harmony, Optimism Is
Keynote of Great
Party Dinner

UNEMPLOYMENT,
GARRETT CASE HIT

Leaders of Party Call
for United Front to
Win State

More than 1700 men and women, comprising one of the largest meetings ever held in a Boston hotel, gathered in the Hotel Statler last night to inaugurate an organization drive to place Massachusetts safely in the Democratic column in November. They heard optimistic speeches from leaders of the party, predictions of a Democratic sweep and cheered plans which the leaders expect will bring city and county offices into the Democratic lists in the fall.

OPTIMISM KEYNOTE

There was no end of optimism expressed by a long list of speakers, who kept the enthusiasm at a high pitch until long after midnight. The voices of party leaders, carried to all parts of the spacious ballroom and foyer, were also sent out to other thousands by radio. Officially, the occasion was "Mayor's Night," when the 19 Democratic Mayors of the State were honored. Due to pressure of official business, most of the Mayors were unable to be present, but messages of reasurance were sent by them.

In line with the keynote of harmony, all the speakers refrained from naming candidates or promoting the candidacies of any particular members of the party, and all took pains to assure the crowd that the party was never working so harmoniously. The subjects under discussion included the Garrett case, responsibility for which was laid to Republican leaders and the unemployment situation, which was characterized as the chief issue before the people of the State in the fall election. Chairman Henry E. Lawler of the

Democratic City Committee stirred the gathering by his declaration that he would be opposed to any wealthy candidates in the primaries bringing large sums of money into Boston to obtain a nomination on the State ticket.

Fitzgerald Blames Allen

Responsibility for the latter condition in this State was attributed to "the vacillating policy" of Governor Allen, by former Mayor John F. Fitzgerald. "Governor Allen has shown no qualities of leadership in dealing with this great problem," Mr. Fitzgerald said. "He has made no attempt to get at the bottom of the thing, nor to find why industry in this State is throwing men and women of 45 onto the scrapheap. During the past two months, the city has spent three times as much money to relieve victims of unemployment as is ordinarily spent in a year. All the Governor has done about it is to write a few letters. That is the issue for the fall."

Praises Curley

Continuing Mr. Fitzgerald said:

"The inefficiency of conducting business at the State House is clearly indicated by the spectacle of a responsible banking official in Northampton, the home city of former President Coolidge, stealing \$285,000. That is not good management.

"Mass production under Republican business methods has thrown men more than 45 years of age out of work. That does not bother the Republican party. Its leaders are concerned only with dividends. The human side of the situation is forgotten by them in their greed for gold.

"We have the spectacle in Washington of Senator Walsh fighting alone to uphold Massachusetts industries. Where was Gillett? He was vacationing in the South? Where was that party responsibility the Republicans have boasted of so frequently? The party is charged with the responsibility of Gillett's failure to help in the tariff fight. Why did he not resign, if he is incapable, and let the Governor appoint someone to fill his place who could help Walsh. That's party responsibility for you.

"Curley has done more than all the Republican mayors Boston ever has had to make the city progressive and prosperous. We are proud of Democrats like Walsh and Curley. Let the Republicans in Massachusetts name two of their men to compare with them. They have none."

Mayor Curley, unable to be present, sent a message through Corporation Counsel Samuel Silverman, in which he predicted the issues would be "the four B's," Borah, Brookhart, bread and beer. The Mayor said that the Republican party would be on the defensive from the start "and will be confronted with the impossible task of endeavoring to disclaim responsibility for industrial unrest and industrial depression, for which they alone are responsible. With harmony in the ranks, and organization as a watch-word, Massachusetts can be safely counted in the Democratic column."

Calls for Intensive Work

The practical work of getting the voters registered and organized was discussed by Charles H. McGlue, president of the Al Smith League of Massachusetts, who called upon the Democrats to work intently from now until November toward perfection of county organizations. McGlue said that the drive should be upon the various county offices, with especial attention being paid to registrars of probate, county commissioners and county treasurers.

He pointed out that in the municipal elections this year, six cities ordinarily returning Republican administrations

had elected Democratic Mayors and predicted that the same trend will become more noticeable as the election draws closer. He pointed out that Senator David I. Walsh in 1928 carried the four largest counties and the sixth and eighth largest counties, thereby furnishing the party organization with a nucleus to build a completely State-wide victory.

Denies any Split in Party

Denial that the party showed any signs of splitting, either locally or nationally, was made by Frank J. Donahue, chairman of the State committee, who declared that the alleged division between the North and South was not borne out by a consideration of the actions of Southern and Northern Senators.

Out of 25 roll calls in the United States Senate, he said, Senators Overman and Simmons, representative Southerners and the latter an opponent of Al Smith, voted with Senator Walsh of Massachusetts 23 times, and Senator Pat Harrison of Mississippi voted with Walsh 22 times. This, he stated, would not indicate that there was a division of the Northern and Southern branches of the party.

In Massachusetts, he said, there is no evidence of discord, and even if any was to be seen, it would not be cause for worry. "If two or a dozen Democratic leaders quarreled," he said, "it would have no more effect on the party than would a half dozen stones tossed into the ocean disturb the surface of the water."

Senators Simmons and Heflin, who refused to work for Smith in 1928, were fighting for their political lives, he said, because of their party disloyalty. There are only isolated evidences of lack of harmony, he said, among our national leaders and the disloyal ones are being punished.

Praise for Supt. Crowley

The election of Congressman William F. Granfield in the second district and of 19 Mayors throughout the Commonwealth furnished the meeting with an incentive for work in the fall. Edward W. Quinn, national committeeman, used the elections of mayors and of Granfield as a great boon to the national committee, which is looking forward to a complete victory in the November elections.

Speakers included Representative Roland D. Sawyer, candidate for the United States senatorial nomination; Marcus A. Coolidge, also a senatorial candidate, and Joseph B. Ely of Westfield, all of whom confined themselves to a short expression of optimism. Other speakers were: Strabo V. Claggett and Mayors Michael A. Landers of Lawrence, J. Leo Sullivan of Peabody, John J. Murphy of Somerville, Philip J. Gallagher of Woburn and Patrick J. Duane of Waltham. Henry E. Lawler, chairman of the Democratic city committee, presided.

Lawler struck a popular note when he referred to the Garrett investigation and declared that "nobody in the city believes that Superintendent Crowley had any connection with grafting."

Lawler's message was one of complete harmony in the party ranks. He made the prediction that Boston would furnish the Governor for the ticket and said that the Boston voters would be willing to go to Fitchburg to accept Coolidge for the Senate and thence to Westfield to draft Ely for Lieutenant-Governor.

TRANSCRIPT 4/1/30

Delays Action on New Tunnel Bill

Request by Mayor Curley that the city council indorse the new East Boston tunnel bill filed in the Legislature by President Henry I. Harriman of the Chamber of Commerce and Chairman Frederic H. Fay of the city planning board, was refused at yesterday's meeting at the behest of Councilor Fitzgerald.

Members protested that the mayor did not explain the bill, which seeks to amend the present \$16,000,000 tunnel act, "or like legislation to accomplish the same ends," but it was later learned that the amending bill seeks to authorize the expenditure of \$4,000,000 more in connection with the tunnel to provide for the widening and extension of Cross street from Haymarket square to Atlantic avenue, and the construction of a traffic circle at Haymarket square.

This proposal attracted much criticism from Martin M. Lomasney last fall during the tunnel discussion and his chief lieutenant took up the battle anew yesterday.

While the West End councilor alleged that a new deal had been started on the final location of the tunnel which it is now estimated will cost \$20,000,000, it was stated officially that the mayor has asked the engineers of the transit department and the metropolitan and city planning boards to make a report at once.

HERALD 4/1/30 EX-MAYOR NICHOLS

Ex-Mayor Nichols has been in politics so long, loves it so much and has been so successful in it that presumably it is only a question of time before he will wish to see his name on a ballot again. As his career has been forward since he abandoned the lush fields of journalism, presumably he will not set the gears of the machine in reverse right away. He has always had the benefit of advice from astute associates, and, being a genuine State of Maine man, is not altogether without natural political sagacity. He is welcome back in Boston, on which he made a deep, permanent impress, especially during the latter part of his administration.

One of Mr. Nichols's ideals was a greater Boston of some sort. He gave the Boston movement a fresh impulse and, although he did not succeed in wearing down opposition, there was a net gain. Like Prof. Beale, whom Mayor Curley dispatched to London, Mr. Nichols has had an opportunity to see the actual working of the kind of community which both he and Mayor Curley have in mind. The Greater Boston project is not a political issue. Probably the Mayor will have the active assistance of the ex-Mayor in the efforts to make this a finer, larger, more energetic and more prosperous metropolis.

TRANSCRIPT 4/1/30

Many Salary Increases in New Budget

Document, Though Heavily
Pruned, Is \$2,000,000
Above Last Year

Though there were many woeful predictions at City Hall in the last few months that Mayor Curley would refuse salary increases, except the regular step advances, in view of his predecessor's generosity in his final months, the mayor has not been stingy.

To provide for the step increases the mayor asks for \$136,797, the employees favored being 1069 police and firemen, 406 clerks, 304 institutional workers, 243 professional employees, 209 inspectors and investigators, 72 laborers and 39 mechanics.

Additional employees to maintain the new buildings at the City Hospital, the Boston Sanatorium, Long Island Hospital and the White health units, as well as the traffic commission, were given as other reasons for the jump in payroll appropriations this year.

The budget provides for the expenditure of \$49,501,799.53 for municipal and county services, which is an increase of \$1,916,210.17 over the budget appropriations of last year. Reductions from estimates of department heads total \$3,431.243.71.

Although the Legislature gave him a limit of \$16 on each \$1000 worth of taxable property in the city, the mayor's budget will call for only \$14.50 on each taxable \$1000. And this will also include the expenditures for Suffolk County and the items which must be put by for the city and county debt requirements.

Under the budget \$35,189,249.12 will be appropriated for the city departments. This represents an increase of \$1,530,965.66 over last year. The county appropriations will be \$3,534,856.08, making an increase of \$61,981.14 above last year's county budget.

GLOBE 4/1/30

W. ROXBURY REQUEST GRANTED BY MAYOR

Money for Lights Sought
to Be Provided

Councilor Joseph Cox and A. L. Stanek, vice president of the German-town Citizens' Association, appeared before Mayor Curley this morning, seeking proper lighting for Washington st from Roslindale sq to the Dedham line and for automatic signals at Grove and Washington sts and LaGrange and Washington sts, West Roxbury.

Joseph A. Rourke, Public Works Commissioner, attended the conference and estimated that the additional lighting would cost about \$4600. Mayor Curley agreed with Councilor Cox and Mr Stanek that the lighting proposition was a fair one and said that money would be provided for it.

The Mayor has been anxious to provide a playground for children of the district, but insisted that the city would not buy swamps and ledges, because the ultimate cost of filling or blasting and resurfacing is always many times the original cost of the property.

He asked Mr Stanek to have the residents locate some good land—not swamp or ledge—and he would be glad to see the playground established.

MAYOR CURLEY APPROVES NEW FIREBOAT CONTRACT

Mayor Curley today approved a contract to Fay, Spaulding & Thorndike, architects, for the designing and supervision of construction of the new fireboat to be built to replace Engine 31.

INVESTIGATION PROMISED OF AIRPORT POSTOFFICE

Congressman John W. McCormack and John J. Douglass today wired Mayor Curley that they had conferred with the First Assistant Postmaster General regarding the establishment of a Postoffice at the airport and that the latter announced he would conduct an investigation as well as communicate with his personal inspector in Boston and the acting Postmaster directing an investigation and conference with Mayor Curley.

The Congressmen declared that if the French and North German lines are attracted to Boston there would be little if any difficulty in establishing the desired Postoffice at the airport.

A Postoffice at the airport would mean ship-to-shore mail from the crack foreign liners. At present mail from ship to shore would have to be landed at East Boston, taken to the Boston Postoffice and then returned to the airport for plane shipment to New York and other places. An airport Postoffice would prevent the delay and unnecessary handling in the Boston Postoffice.

GLOBE 4/1/30 MUSICIANS' UNION IS TOLD CITY MAY AID CONVENTION

The National Musicians' Union will hold its annual convention in Boston the second week in June, and today a delegation from the union called upon Mayor Curley. During the convention the members of the union will hold concerts every afternoon on Boston Common.

Mayor Curley told the delegation that if pending legislation passes the city would be in a position to contribute \$2000 toward the \$10,000 expense of holding the convention in Boston.

How an Island War Memorial Would Look

The impressive plans for an island war memorial fronting Grant Park, in Chicago, now exhibited at the Fogg Museum, have a distinct relation to our project for a Massachusetts war memorial on an island to be constructed in the Charles River Basin, between Boston and Cambridge. It is entirely fair to suppose that the local plan, which was in its essential features developed and illustrated ten years ago, and which has since been unanimously recommended by the Massachusetts War Memorial Commission, and approved by all veterans' organizations, and which will probably be authorized by the Legislature, suggested to the architects who have designed the Chicago memorial the project which is illustrated in an article on another page of the Transcript today.

The Chicago plan is a noble, dignified and worthy one. It provides for an island, approached by a bridge from Grant Park, on the Lake Michigan front in the center of the city, and decorated by a monumental building suited to the situation and the architecture of Chicago. Our own Charles River project has the advantage over the Chicago scheme of being approached by a bridge from opposite directions, and consequently of readier access to the teeming population that constitute Greater Boston. On the other hand, the Chicago memorial has the aesthetic advantage of fronting a beautiful inland sea, and of standing as a sort of gateway near the entrance of the great lake city's harbor. Harmonizing as its proposed massive memorial structure does with the sky-piercing architecture of Chicago, it can hardly fail to add immensely to the attraction of the city's water front.

As an engineering enterprise, this Chicago island presents a much greater and more costly task than our Basin project. Every bit of the earth that will constitute it must be transported to deep water in Lake Michigan, whereas our comparatively shallow Basin, its shores and its surroundings, afford material for our island's construction. We can pump mud from the bottom of the Basin, to the improvement of the Basin itself. Architecturally, something is called for here which will be quite different from the block-like but imposing mass which is illustrated in our columns today. In sentiment, the projects are, making allowance for the difference of architectural requirement, very much the same in both cases. Each island will stand forth in noble salience as a special, integral and a conspicuous memorial of a great service rendered, with no complications of that sort of every-day utility which might lead future generations to overlook the epic purpose of the work.

Optimism Voiced at Democratic Get-Together

Leaders and Candidates Tell 1800 Party Workers of Victory Ahead

Confidence that the Democrats face general victory in the State next November was the keynote at a Democratic Mayor's Night assembly at Hotel Statler last night when nearly 1800 Democrats from the various sections of the State gathered as an opening of the 1930 campaign under the auspices of the Democratic City Committee of Boston and the Al. Smith League of Massachusetts. Speeches by several of the party, by candidates and by potential candidates for major offices were broadcast after eleven o'clock and the forensics continued long after midnight.

Chairman Henry E. Lawler of the Democratic City Committee was toastmaster. The nineteen Democratic mayors in the State were scheduled as invited guests but previous engagements and other important business kept the mayoral attendance down, the executives present including Mayors Michael A. Landers, Lawrence; J. Leo Sullivan, Peabody; John J. Murphy, Somerville; Patrick J. Duane, Waltham, and Philip J. Gallagher, Woburn.

In addition to the attending mayors, those at the head table included Marcus A. Coolidge of Fitchburg, Thomas C. O'Brien, former district attorney of Suffolk County; former Mayor John F. Fitzgerald, Strabo V. Claggett, Peter F. Tague, Frank J. Donahue, chairman of the Democratic State Committee; Charles H. McGlue, Joseph B. Ely of Westfield and Representative Roland D. Sawyer.

Mayor Curley of Boston was unable to attend, but sent a message in which he predicted success for the Democratic party in the fall, remarking in part as follows:

"The same intelligent vision and unselfish energetic work which made possible the placing of Massachusetts in the Democratic column for the great governor of New York State in 1928 gives promise of repetition for the entire State ticket this year. The victory of 1928 is truly remarkable in view of the absence of a genuine economic issue in that campaign and can be traced to the work of organization, to the success of which the liberal women and men of Massachusetts contributed time, energy and money.

"The prospect of success in the State campaign this year, due to the four B's, namely, Borah, Brookhart, bread and beer, is assured, provided that every person eligible for listing is listed, and that later every person listed and eligible to vote is registered, and the voters so registered can be induced to go to the polls at the election and exercise their franchise.

"With harmony in the ranks and organization as a watchword, Massachusetts can be safely counted in the Democratic column."

In line with Mayor Curley's emphasis on harmony, Chairman Donahue of the State Committee declared that there was

no strife among the party leaders and predicted that the campaign would find them all working together for victory.

Toastmaster Lawler, also bespeaking harmony, blamed conditions in the State on the Republican party. He charged that party with responsibility for the Garrett case scandal.

Former Mayor Fitzgerald, avowed candidate for governor, charged that Governor Allen had "done nothing" about the unemployment situation "except to write a few letters, which have gained few results." He praised Senator David I. Walsh as the "man who did the job in Washington when Gillett ran away and came back to vote for those who opposed conditions which would help Massachusetts."

Others who spoke included Marcus A. Coolidge, who is expected shortly to announce formally his candidacy for the United States Senate; General Edwards L. Logan, spoken of as a probable candidate for governor; Representative Roland D. Sawyer of Ware, candidate for United States senator; Mr. Ely, who said the western section of the State would support the party nominee regardless of what section of the State they came from, and Mr. McGlue.

City's New Fireboat to Cost \$350,000

Boston's new fireboat, the most powerful ever constructed along the coast, will cost \$350,000, and the firm of Fay, Spofford & Thorndike has been designated as architects and engineers, the mayor approving of that selection today. It is expected that the boat will be ready in a year to replace Engine 44, which has long been in service and which has outlived its usefulness.

Court Building on State House Ground

The Joint Rules Committee of the Legislature reported a bill today for the construction of a court building on the State House grounds. It is to contain quarters for the Supreme Court, the Land Court, the Law Library and State Library.

Woburn Gift Now Before Council

Whether the city of Boston should accept a building and 200 acres of land in Woburn and Burlington bequeathed to the city by Mrs. Mary P. C. Cummings who died in 1927, is before the City Council on Mayor Curley's request for favorable action.

Mrs. Cummings also left the city the block at 53 North Market street and Mayor Curley is confident that the income from that property, together with contributions from the Randridge Fund, will be adequate to maintain the proposed recreation grounds. The Randridge Fund excursions to Rainsford Island are considered unsatisfactory because of the environment at the island.

TRANSCRIPT 4/1/30

Parkman Offers Bill to Change Taxi Stand Rule

A new draft of legislation taking the authority of designating portions of the public streets other than sidewalks for taxicab or hackney carriage stands in the city of Boston out of the hands of the police commissioner of the city and placing it in the hands of the traffic commission, was presented today to the legislative Committee on Cities by Senator Henry Parkman, Jr., of Boston. The bill provides, however, that the police commissioner shall continue to have the power of issuing licenses to operators of taxicabs and also of establishing from time to time rates of fares to be charged by companies.

Senator Parkman, speaking on his bill, said that it was drawn along the lines of the minority report of the special recess commission appointed to study the licensing of taxicabs in the city of Boston and the rules and regulations of the police commissioner, the street commissioners and other authorities relating thereto.

The majority report of the commission provides for forbidding compensation to abutting owners for special taxicab stands; an increase in the number of public stands; limitation of the number of taxicabs and granting of special stands only at hotels, railroads, public buildings and other similar locations.

Senator Parkman said that he was opposed to these recommendations and for that reason presenting the new draft of legislation. The speaker told the committee that it was not his purpose to make a "play to the gallery" but added that he is interested in passing legislation which would aid the public and also enable the members of the I. T. O. A. Association to earn a living. He declared that in his opinion the bill which he has submitted is a sound bill and added that he does not believe the matter of designating stands is a police matter but one to be taken care of by the traffic commission which was given authority, under its incorporation, to handle vehicular traffic matters in the city.

Thomas F. Quinn, representing the Town Taxi Company, opposed the bill introduced by Representative Joseph Finnegan which would throw all stands open to all taxicab companies and also the bill filed by Senator Parkman. He declared that the only subject to be taken into consideration is that of the service rendered to the public. He contended that passage of the other bills before the committee would disrupt and destroy the present service which has been built up in the past years. He added that when companies take the responsibility of providing special stands they are under a moral obligation to render adequate service, something which he contended could not be accomplished under the other bills. Representatives of the I. T. O. A. appeared to oppose the majority report of the special commission and were recorded in favor of the bill introduced by Representative Finnegan.

AMERICAN 4/1/30

SHIFT TO HUB TRAFFIC COM. SOUGHT IN BILL FILED

Senator Parkman, Jr., Argues for 50 P. C. Open Stands for Taxis in the City

Transfer of authority over taxicab stands from the police commissioner to the Boston Traffic Commission is asked in a bill presented today to the Legislative Committee on cities by Sen. Henry Parkman, Jr., of the Back Bay.

The Parkman measure in the main supports the recommendation of a minority of the special commission which investigated the hackney stand problem in Boston during the recess of the Legislature.

It provides that all stands of greater capacity than two cabs be open stands, or, as an alternative, that the minority recommendation of 50 per cent open stands with the right of hotels and railroads to designate the companies they desire be adopted.

"I am not interested in any appeal to the galleries," said the senator, "but I am interested in the situation as it affects the general public and the traffic situation as well as drivers and owners."

The bill, sponsored by Representative Joseph Finnigan, which would do away with all private stands, was opposed by Attorney Thomas F. Quinn, representing the Town Taxi Co. He said it would do away with a service obligation now imposed on the companies which have special stands. He also characterized the Parkman proposal of transfer of authority from the police commissioner as "unwise."

The Checker Taxi Co. was accused of causing all the trouble at the Harvard-Yale games by Joseph H. Boucher, past president of the I. T. O. A. Supporting the Finnigan bill, Boucher said that the Checker Co., with special parking rights at the stadium, sent only 100 cabs to take care of 60,000 people.

TRAVELER 4/1/30

PARKMAN FILES TAXI MEASURE

Transfers Stand Licensing from Police to Traffic Board

A bill recommending the transfer of the power to designate taxicab stands in Boston from the police commissioner to the traffic commission, was presented before the Legislature committee on cities at the State House by Senator Henry Parkman today.

Parkman's bill bearing on the minority report of the special recess commission which investigateded the taxi situation in Boston last year, would not take from the police commission the authority to grant taxicab licenses. It provides that all stands greater than two-cab stands shall be open or, as an alternative, 50 per cent. of the stands shall be open with hotels and railroads being given the right to name the taxicab companies with stands abutting their properties.

Atty. Thomas Quinn, representing the Town Taxi Company, voiced opposition to the Finnegan "open stand bill," heard recently, as a measure which would eliminate service obligations. He said the transfer of power as suggested by Parkman was unwise.

Joseph H. Boucher, past president of the Independent Taxicab Owners' Association, charged that the Checker Taxi Company caused the difficulty at Harvard-Yale football games. He said that company gained special parking rights at the stadium and sent but 100 taxicabs to care for 60,000 people.

HERALD 4/1/30

MAYOR TO HAVE OWN WAY IN APPOINTMENTS

Expect Allen to Sign Civil Service Bill Passed by House

The bill repealing the provisions of the law by which the appointments of executives to the Boston municipal service must be approved by the state civil service commission completed its journey through the Legislature yesterday when it was passed to be enacted by the Senate after approval by the House.

The most unusual phase of this measure is that it passed through both branches without any discussion in contrast with the stormy reception which previously greeted it before being rejected in the past.

The bill now goes to Gov. Allen for executive approval and he is expected to sign it. Under a Senate amendment it becomes operative when signed, thus giving Mayor Curley the opportunity of circumventing the state civil service commission by appointing, if he still desires, Joseph A. Conry as traffic commissioner. The appointment had been rejected.

CITY HELD LAX IN T.B. CONTROL

Dr. Emerson Urges More Care in Prevention, Treatment of Disease

ADVOCATES TEETH IN HEALTH LAWS

Boston is not yet providing adequate care for persons suffering from tuberculosis in its early or advanced stages, and so it is not taking every precaution to prevent spread of the disease. Dr. Haven Emerson, professor of public health administration of Columbia University, told the Boston Health League in a meeting yesterday at the Twentieth Century Club.

Dr. Emerson spoke as one qualified to discuss the health situation in Boston, for in 1926 he made a study of tuberculosis here at the request of the mayor, and in 1927 studied chronic disease as consultant for the Boston Council of Social Agencies.

Salient among Dr. Emerson's observations yesterday was the statement that the \$1,000,000 tuberculosis sanatorium at Mattapan recently completed by the city would not be usable "perhaps until fall," because the heating and kitchen equipment would not be installed until then. This hospital unit will have a capacity of 200 beds for tuberculosis sufferers when available.

SCORES LAXNESS

Physicians who neglect to report either incipient or advanced cases of tuberculosis to the city health department were roundly scored by the consultant, who asked: "How can the spread of the disease be checked when the physicians themselves fail to cooperate with the city?"

A law giving the health department not only the power to commit recalcitrant tuberculosis patients to institutions for treatment, but power also to detain them was advocated by Dr. Emerson.

In amplifying his views on the tuberculosis and other chronic disease situation in Boston, Dr. Emerson made a detailed analysis of the recommendations made in his reports in 1926 and 1927, specifying those which had brought action and those which as yet have been unheeded.

The placing of a division of tuberculosis in the department of health of the city, appointment of a chief of the division, establishment of a number of diagnostic dispensaries and consolidation of nursing service were recommendations which he said had been followed in the main.

SAYS SCHOOLS FAIL

Failure of the medical schools to improve training of physicians and medical students for treatment of tubercular patients, lack of delegation of authority to the health commissioner to detain recalcitrant patients, and

failure to provide new treatment facilities were scored by the expert.

In summing up his analysis of the tuberculosis and chronic disease situation here, Dr. Emerson said he believed matters were much improved since 1927, but that much remained to be done, including establishment of a chronic disease treatment unit on the mainland, apart from the hospital on Long Island, the comparative inaccessibility of which he termed a handicap both to the patients and to the specialists.

502 CITY STREETS AS YET UNPAVED

Legislative Committee Told Why Millions Needed

Petitions for the permanent paving of 502 unaccepted streets are on file with Boston's board of street commissioners. Corporation Counsel Samuel Silverman yesterday gave that information to the legislative committee on municipal finance in explanation of where the \$10,000,000 it seeks to borrow will be expended.

Public Works Commissioner Joseph A. Rourke outlined the details of his department's plans for spending \$5,000,000. The street budget prepared follows:

Boston proper	\$590,000
Charlestown	258,000
East Boston	352,000
South Boston	981,000
Roxbury	750,000
Dorchester	1,904,800
Brighton	1,102,000
West Roxbury	1,509,000
Hyde Park	508,000

The information was given at a hearing on Mayor Curley's bill for authorization to borrow \$10,000,000 outside the debt limit for street construction purposes. In addition to the above information the numbers of streets in each section was given.

In answer to a question from Senator Frank W. Osborne of Lynn, the committee chairman, Rourke said that condition of the streets in Boston was such that between \$80,000,000 and \$90,000,000 is needed to solve the entire problem.

Rourke told Representative John P. Higgins of the West end that his commission has the facilities to spend efficiently the \$10,000,000 sought at present. Higgins was under the impression that a program involving an expenditure of \$3,500,000 would tax to capacity the public works department.

Rourke explained that approval of the measure would permit him to double his present staff, which he would do.

Representative Leo M. Birmingham of Brighton, Frank J. McFarland of Dorchester and Patrick J. Welch of Hyde Park were recorded in favor.

WIN FIGHT FOR BETTER LIGHTS

Germantown Citizens Get Results After Fifth Fatal Accident

The Washington Heights section of Germantown, West Roxbury, will be properly lighted as a result of the storm of protest on the part of citizens of the district caused by the fifth fatal accident at that place within two years.

Mayor Curley today conferred with Councilman Cox and A. L. Stanck of the Germantown Citizens' Association and agreed to provide sufficient funds to place proper lighting facilities on Washington street from the Dedham line to Roslindale square.

The mayor also agreed to make possible the installation of traffic lights at Grove and La Grange streets, on Washington street, and urged residents of the Germantown section to seek assistance from the police commissioner.

The mayor pointed out that drastic measures must be taken to check automobile speeding on Washington street, West Roxbury, and suggested to Stanck that the permanent assignment of two motorcycle officers to that locality might accomplish the desired purpose.

The woman whose life was snuffed out last night was Mrs. Lillian Emin, wife of Anthony Emin of Dartmouth street, city. She was accompanied by her sister, Mrs. Julia Thomas of Washington Heights avenue. Mrs. Emin was trying to get the inbound car which was coming to the stop. Her sister had crossed the tracks ahead of her, but as Mrs. Emin reached the inside tracks she feared she could not make it and stepped in front of an outbound car.

Mrs. Thomas had boarded the inbound car, supposing her sister was coming near. She did not learn of the accident until she got off the car with the passengers to learn what had happened.

APPEALED TO NICHOLS

The fatal accidents either by automobiles or street cars caused the Germantown citizens to appeal to Mayor Nichols about a year ago for better lighting at the crossing. After the fatality of last night they expressed indignation that no improvement had been made. A group of citizens sent a telegram to Mayor Curley requesting that something be done at once.

The lighting in the locality at the present time consists of 187 gas lamps. The residents want 100 electric lights. It is said that at one time there was a proposition offered that the city would go half way and have electric lights placed at street corners. Nothing came of the proposition, however.

AMERICAN 4/1/30

MAYOR ORDERS

'WHITE WAY' FOR W. ROXBURY 'DEATH BOULEVARD' 5TH KILLING RESULTS IN ACTION

Death of Bride Under Wheels
of "L" Car Makes for
Brighter Lighting

Moved by the fifth and latest loss of life on "Death Boulevard" in West Roxbury, Mayor Curley today, following a conference at City Hall, ordered that high-power electric lights be installed along the thoroughfare, making it practically a "White Way."

The order ended a fight waged by West Roxbury citizens of the Germantown section for several months, and a fight that availed them nothing during the Nichols' administration.

The death last night of Mrs. Lilian Emin, 23, of 73 Dartmouth st., Back Bay, a bride of three weeks, beneath the wheels of a trolley car in Washington st., where there had been four other deaths in 15 months, opened anew the fight for adequate lighting of the thoroughfare.

A mass meeting of Germantown citizens was planned for tonight, but prospects were that the Mayor's order would result in the meeting being abandoned.

Present at the conference in the mayor's office were City Councillor Joseph P. Cox of the district, Public Works Commissioner Joseph A. Rourke and Arthur L. Stenak, president of the Germantown Citizens' Association.

As soon as they can be installed, 78 electric lights of 600 candle-power each, will be placed along the boulevard from Stony Brook reservation to the Dedham line. The cost of operation will be \$4500 annually.

Action was also begun toward securing two traffic signal lights for the boulevard, as a result of the accident that cost Mrs. Emin's life.

Health Drive on Today in Roslindale

A house-to-house canvas today will open the annual campaign in Roslindale to raise \$4000 for the Community Health Association. The association is the only organization in Roslindale providing both bedside nursing and home health instruction and its four nurses last year made more than 6000 visits.

On the campaign committee are Mrs. Edward H. Whittemore, chairman; Mrs. William T. Miller, vice-chairman; Mrs. Harold Jones, secretary, and Mrs. Max Wuth, treasurer. The advisory council includes H. A. Gilman, W. A. Higgins and H. H. Storer.

NEW TOLLS ON FERRY IN FORCE

Toll reductions of 50 to 70 per cent on the East Boston ferry went into effect today and with it a slight increase in traffic was noted.

The reductions followed a battle in the City Council led by Timothy F. Donovan of East Boston and aided by Clement A. Norton, of Hyde Park, after charges that the new rates of January 1 were hurting East Boston business.

Today's reductions brought the tolls on automobiles with drivers from 20 to 10 cents; on two horse vehicles with driver from 15 cents to five cents; on trucks of six tons or less, from 20 to 15 cents; on trucks over six tons from 30 to 20 cents; on motorcycles from 10 to 5 cents; on three or four horse vehicles with driver, from 25 to 10 cents; on trailers from 20 to 10 cents; on a man with handcart or wheelbarrow from 10 cents to 5 cents, and a horse and rider from 10 cents to five. Pedestrians will still be required to pay but one cent and the rate of 30 cents remains the same on auto buses.

Foreman John F. Sullivan said an increase in traffic was noted from the very start of business today.

FIRE HEAD BANS TRIAL BOARD

The fire department trial board is abolished for as long as Commissioner Edward F. McLaughlin holds the office.

An announcement to that effect and a statement characterizing the trial board system as ineffective were made by the commissioner at fire headquarters.

The responsibility of removing, transferring or demoting any member of the department lies wholly with the head of the department, the commissioner declared, and should not be weakened by being divided among three or four people of a trial board.

In his decision the commissioner follows the method instituted by Colonel Thomas F. Sullivan, who abolished the trial board while acting as fire commissioner during the first six months of 1926, and continued by former Fire Commissioner Eugene C. Hultman.

Roxbury Promised Aid in Celebration

Praising Roxbury as one of the principal strongholds of true Boston spirit, former Mayor John F. Fitzgerald, chairman of the Boston Tercentenary committee, last night promised the Roxbury district "generous" financial backing for its 1930 celebration of the Fourth of July.

Fitzgerald addressed the Roxbury Civic League and Improvement Society's public meeting at the Practical Arts high school.

4/20/30 4/1/30

AMERICAN 4/1/30

CENSUS WORKERS BEGIN TOMORROW

Data to Be Most Comprehensive
Ever Secured by Any Nation—
Man Recognized as "Boss"



District chiefs of 1930 Census presenting first census portfolio for City of Boston to Mayor. Left to Right—Chief Asst Supervisor for New England Jerome A. Lally, Mayor James M. Curley, Asst Supervisor of Census Publicity George A. Mulvey.

HERALD 4/1/30

SCHOOL COMMITTEE CONFERS ON BUDGET

Will Present Needs to a Legislative
Committee Tomorrow

The Boston school committee held a conference of several hours yesterday on the school budget, which will be presented tomorrow morning to the legislative committee on municipal finance, which is considering the committee's bill to increase school appropriations by \$600,000 this year to take care of an estimated deficit of a like sum.

No statement regarding the committee's position on the reappointment of

Supt. Jeremiah E. Burke, or the committee's attitude regarding the proposal of Chairman Frank A. Goodwin, of the finance commission, that a one-year building program be outlined to handle urgent needs, was forthcoming from the school committee. Tonight, after a private conference, the committee will hold a public meeting, at which appropriations will be made.

POSTOFFICE AT AIRPORT PROPOSED

Congressmen Wire the Mayor
That an Investigation Will
Be Made Immediately

An investigation which may lead to ship-to-shore airmail service to Boston for distribution by plane to all parts of the country is being launched by First Assistant Postmaster-General Coleman, according to word received by Mayor Curley today from Congressmen McCormack and Douglass.

The two Congressmen wired the mayor that in accordance with his request they had conferred with Coleman regarding establishment of a postoffice at the Boston airport, and that the latter promised to direct an immediate inquiry into the matter.

A postoffice at the airport would eventually mean ship-to-shore service, it is understood, especially if large transatlantic steamship lines are attached to this port.

At present mail from ship to shore by plane would have to be landed at the airport, transferred to the central postoffice and then returned to the airport for plane shipment to New York and elsewhere.

The wire to Mayor Curley follows:

"We have just conferred with First Assistant Postmaster-General Coleman on postoffice at airport and he will have investigation made at once.

"He kept your letter to McCormack and stated he would immediately communicate with his personal inspector at Boston, also with acting postmaster, directing them to make investigation of situation and to take up matter with you.

"He indicated a very co-operative spirit and showed profound knowledge of needs of port of Boston. Feel confident if the steamship lines mentioned in your letter can be attracted to Boston there would be little if any difficulty in establishing desired postoffice at airport."

HERALD 4/1/30

Boston Budget Represents Tax Rate of \$14.50 Per \$1000

Appropriations Submitted by Mayor Total
\$49,501,799.53, an Increase of
\$1,916,210.17 Over 1929

The 1930 municipal appropriation budget submitted to the city council by Mayor Curley, yesterday, recommends total appropriations for municipal and county services of \$49,501,799.53, an increase of \$1,916,210.17 over the budget of last year.

Departmental and county financial requirements, as specified in the budget, represent a tax of \$14.50 per \$1000 of valuation. The Legislature authorized a tax limit of \$16 but by pruning the allowances asked for by department heads, \$3,431,245, the mayor has not only kept within the maximum limit but has cut 25 cents from his early estimate that a limit of \$14.75 would be necessary.

In explanation of the substantial increase in the budget, Mayor Curley stressed the salary increases which were granted last year and the very burdensome demands upon the public welfare and soldiers' relief departments attributable to unemployment.

No salary increases previously granted were taken away. Municipal departments to which the mayor has apportioned \$35,189,249, an increase of \$1,530,865 over last year, must be operated efficiently and economically in order to keep within appropriations.

County appropriations total \$3,534,556.08, an increase over 1929 of \$61,981.14.

As a direct aid toward the relief of unemployment \$200,000 has been provided for temporary laborers and other works in the park and public works departments.

Salary increases to 2369 city employes require \$136,797, but most of these raises are due to the sliding scale of compensation and the recipients included 1069 policemen and firemen, 406 clerks, 304 institutional workers, 243 professional employes, 269 inspectors and investigators, 72 laborers and 39 mechanics.

\$110,000 FOR CELEBRATIONS

Additional to the staffs of the City Hospital, Boston Sanatorium, Long Island Hospital and the George Robert White health units and the traffic commission are cited by the mayor as causes of increases in payroll requirements.

For the Tercentenary celebrations \$75,000 has been appropriated and \$35,000 has been recommended for the observances of national holidays.

In the county departments salary increases amounting to \$9152 have been granted to 125 employes and allowance has been made of \$8254 for six new county employes.

Among the largest appropriations are: Debt requirements, \$7,979,746; police department, \$6,141,792; fire department, \$4,678,783; public works sanitary service, \$3,382,854; paving, \$1,819,510; street lighting, \$1,019,206; ferry service, \$561,553; bridge service, \$480,690; City Hospital, \$2,904,382; sanatorium, \$561,-

a roll call Councilmen Bush, Donovan, Englert, Fish, Gallagher, Gleason, Green, Hein, Lynch, Mahoney, McGrath and Power voted against the Wilson amendment. The proponents were Arnold, Cox, Curtis, Fitzgerald, Kelly, Murray, Norton, Ruby and Wilson. The defeat led to the adoption of the appropriation order with Councilman Curtis alone in opposition.

An order for an appropriation of \$125,000 for an automatic traffic lights on Centre street, West Roxbury was introduced by Councilman Cox and referred to the finance committee.

After a delegation representing the Street Car Men's Union, with President John Carey and Business Agent Timothy J. Regan as spokesmen, had registered the opposition of the union to the enactment of an ordinance permitting the Elevated to carry "standees" in buses, with 25 per cent of the licensed seating capacity as the limit of the number of standing passengers, the council turned a complete somersault on the proposition.

Three weeks ago after a favorable report by the committee on ordinances, enough votes to insure passage were available when Councilman Wilson, in vigorous opposition, succeeded in deferring action until he could poll his constituents in Ward 17.

Following the appearance of the union officials, yesterday, the ordinance was taken from the table and referred to the executive committee. The action was due to the desire of members of the committee on ordinances to make certain that the order will be killed.

The union officials declared that standing passengers will interfere with the operation of the buses and they expressed apprehension that the Elevated aims to replace trolley cars with buses.

POST 4/1/30

JAPANESE CHERRY TREES FOR BOSTON

Three hundred Japanese cherry trees, the gift of the Japanese government on the occasion of Boston's tercentenary celebration, will be planted in the Public Garden and on the banks of Jamaica Pond on Arbor day, April 28, Mayor Curley announced yesterday.

He declared that the trees are now in transit from the Pacific coast, having been sent by the Japanese government to the city through the Japanese Society of Boston, which has served as host to distinguished envoys from Japan during the past few months.

Officials of the Japanese government, with dignitaries of the city, State and nation, will participate in an elaborate programme here on Arbor day, the Mayor stated.

VOTE ON ROLL CALL

No one answered the arguments. On

DEMOCRATS SEE VICTORY IN NOVEMBER

Mayors' Night Speakers Predict Complete Harmony For Coming Campaign

GARRETT SITUATION CHARGED TO G. O. P.

Fitzgerald Attacks Allen—Former Memphis Mayor Drops Dead at Dinner

By W. E. MULLINS

Glowing predictions of Democratic success in the November elections furnished the theme for the numerous speakers who expressed complete confidence of harmony in their own ranks and chided Republicans in general for the current ills of the day at the Democratic mayors' night assembly last night in the ballroom of Hotel Statler.

Although approximately 1700 faithful members of the party, the majority of them women, attended the banquet and listened to the flow of oratory, only five of the 19 Democratic mayors of the state invited sat at the head table. They were Michael A. Landers of Lawrence, J. Leo Sullivan of Peabody, John J. Murphy of Somerville, Patrick J. Duane of Waltham and Philip J. Gallagher of Woburn.

Previous engagements and other considerations prevented the remaining 14 invited guests from attending.

FITZGERALD HITS ALLEN

Former Mayor John F. Fitzgerald, the only announced candidate for Governor, charged Gov. Allen with failure to cope adequately with the unemployment situation and he roundly condemned Senator Gillett for "going vacationing in the South to leave Senator Walsh to make a single-handed fight for Massachusetts industries against the iniquitous tariff bill passed by the Republican Congress."

Chairman Henry E. Lawler of the Democratic city committee, the chairman of the assembly, taxed the Republican party in Massachusetts with responsibility for the Garrett situation and came forcefully to the defense of Supt. Crowley, in whose honesty and integrity he expressed complete confidence.

Lawler created something of a surprise when he declared that he would be opposed to any wealthy candidates in the primaries bringing large sums

of money into Boston to obtain a nomination on the state ticket.

"Boston can finance its own primary campaign," he said, "and we do not want any wealthy outsiders coming in here with their doughbags. It will be disastrous to our plans because the selfish camp followers will take the money and do nothing in return for it."

BROOKLINE MAN DIES

There was one tinge of sadness in connection with the dinner. Shortly before its start James M. Head, 74, of Abbottsford road, Brookline, slumped in his chair, stricken with an attack of heart trouble. Medical assistance was hurried to his aid, but he was pronounced dead on arrival at the City Hospital.

He is a former mayor of Memphis, Tenn., and played a prominent part in Democratic state politics in the last election.

In addition to the five mayors in attendance those seated at the head table included Marcus A. Coolidge of Fitchburg, Thomas C. O'Brien, former district attorney of Suffolk county; former Mayor Fitzgerald, Strabo V. Claggett, Peter F. Tague, Frank J. Donahue, chairman of the Democratic state committee; Charles H. McGuire, Joseph B. Ely of Westfield and Representative Roland D. Sawyer.

Mayor Curley's regrets at being unable to attend were presented by Mr. Lawler, who read the speech Curley had prepared for delivery. Curley's message said that the Republican party would be on the defensive throughout the approaching campaign and that its leaders cannot disclaim responsibility for industrial unrest and depression.

Lawler's message was one of complete harmony in the party ranks. He made the prediction that Boston would furnish the Governor for the ticket and said that the Boston voters would be willing to go to Fitchburg to accept Coolidge for the Senate and thence to Westfield to draft Ely for Lieutenant Governor.

ASKS FOR HARMONY

He asked the voters to enter no combination for an Irish-American ticket lest such a contest breed disruption in other sections of the state. "After the primaries," he said, "we shall be wholeheartedly with the nominees, be they Coolidge, Fitzgerald, Ely or Sawyer, but we must ask them to keep their money out of the city lest they injure our cause."

Continuing, he said:

The history of the Republican party has been one of corruption and disloyalty to the voters. President Hoover is coming here in October. Let us hope that he will bring with him some of the Hoover prosperity that was exploited so blatantly in the last election. We need it badly.

Locally, the Republican party is responsible for the bad police situation. Don't be confused by it. The police department, taken as a whole, is honest. I do not believe that "Mike" Crowley ever got a cent from Garrett and I know you feel as I do.

Undoubtedly there is something wrong in the department and it is up to the party in power to discover it. Fuller knew about it but he told O'Brien to forget it and keep quiet. The attorney-general now is charged with the responsibility of investigating it and he must produce.

HITS LEGISLATION

The Republican-controlled State House gives us another bad situation. They stole the liquor up there and then went and stole the records that went with the booze. How can they answer that?

In the next election we will send the Democratic candidates out of Boston with a majority of 125,000 votes and that will be equivalent to election. Get the names of every voter on the police lists starting tomorrow. In August we will stage a great field day at Braves field and then we shall consolidate our forces. Former Mayor Quinn of Cambridge, national committeeman from this state, pointed to the complete unity existing between the city and state committees and urged organization.

Chairman Donahue denied the existence of any rift among the party leaders and predicted that the campaign would find them all on the firing line. He discussed the present situation in the United States Senate in detail, declaring that the Democratic Senators Overman and Simmons had voted with Walsh on 22 roll calls while Harrison had voted with the Massachusetts senator on 22 roll calls.

Senators Simmons and Heflin, who refused to work for Smith in 1928, were fighting for their political lives, he said, because of their party disloyalty. There are only isolated evidences of lack of harmony, he said, among our national leaders and the disloyal ones are being punished.

FITZGERALD CAUSTIC

Ex-Mayor Fitzgerald was the most caustic speaker in his criticisms of the Republican party. Failure of "Republican Mayor Nichols" and "Republican Gov. Allen" to provide suitable appropriations almost brought a halt, he said, to the tercentenary celebration.

He charged Gov. Allen with failure to cope adequately with the unemployment situation. Gov. Allen's only solution to relieve unemployment has been to write letters to the mayors and town selectmen, he declared.

Continuing Mr. Fitzgerald said:

The inefficiency of conducting business at the State House is clearly indicated by the spectacle of a responsible banking official in Northampton, the home city of former President Coolidge, stealing \$285,000. That is not good management.

Mass production under Republican business methods has thrown men more than 45 years of age out of work. That does not bother the Republican party. Its leaders are concerned only with dividends. The human side of the situation is forgotten by them in their greed for gold.

We have the spectacle in Washington of Senator Walsh fighting alone to uphold Massachusetts industries. Where was Gillett? He was vacationing in the South? Where was that party responsibility the Republicans have boasted of so frequently? The party is charged with the responsibility of Gillett's failure to help in the tariff fight. Why did he not resign, if he is incapable, and let the Governor appoint someone to fill his place who could help Walsh. That's party responsibility for you.

RAISES MAYOR CURLEY

Curley has done more than all the Republican mayors Boston ever has had to make the city progressive and prosperous. We are proud of Democrats like Walsh and Curley. Let the Republicans in Massachusetts name two of their men to compare with them. They have none.

\$1,916,210 INCREASE IN BUDGET

Expenses of City and
County Put at
\$49,501,799

BY WILTON VAUGH

Mayor Curley yesterday submitted to the City Council for approval his 1930 budget providing for the expenditure of \$49,501,799.53 for the operation of the municipal and county services for the entire year.

\$1,916,210 INCREASE

This represents an increase of \$1,916,210.17 over the budget appropriations of last year and the boost was attributed by the Mayor mainly to the salary increases granted to city employees late last year and the steep demands for soldiers' relief and poor aid resulting from unemployment.

Contrary to previous rumors, the Mayor has not taken away the salary increases which were granted toward the end of the preceding administration, but he has reduced the budget estimates of his department heads by \$3,431,243.71, according to the figures which were revealed yesterday.

The budget was referred to President William G. Lynch to the Council committee of appropriations, which will hold hearings for the examination of each item, under the direction of Robert Gardiner Wilson, Jr., who plans to call the department heads before the committee without delay.

The Mayor himself protested against

the delay which had already been occasioned by the State in fixing a tax limit beyond which the city authorities could not go in municipal expenditures this year.

Although the Legislature gave him a limit of \$16 on each \$1000 worth of taxable property in the city, the Mayor's budget will call for only \$14.50 on each taxable \$1000. And this will also include the expenditures for Suffolk County and the items which must be put by for the city and county debt requirements.

Under the budget \$35,189,249.12 will be appropriated for the city departments. This represents an increase of \$1,530,865.66 over last year. The county appropriations will be \$3,534,856.08, making an increase of \$61,981.14 above last year's county budget.

While cutting down to the bone payments for overtime service by regular city employees, the Mayor has provided \$200,000 extra for the hiring of temporary laborers and other workers in the park and public works department for the relief of unemployment.

He has asked for the approval of \$136,797 for salary increases for 2369 city employees this year. Most of these, however, are the regular increases granted under the sliding scale to employees each year on July 1, until they reach the maximum.

The group who will receive more pay this year includes 1069 police and firemen, 406 clerks, 304 institutional workers, 243 professional employees, 209 inspectors and investigators, 72 laborers and 39 mechanics.

New Employees Added

Additional employees to maintain the new buildings at the City Hospital, the Boston Sanatorium, Long Island Hospital, the White health units, as well as the Traffic Commission, were given as other reasons for the jump in payroll appropriations this year.

Two functions for the election department, comprising the primary and the election which will be held this year, will cost more money than last year, when only one election was held, the Mayor pointed out.

The tercentenary celebration will also be a cause for increased municipal expenditures, for \$75,000 has been set aside for the big birthday party and \$35,000 more has been asked to expand the usual programmes given on the national holidays this year.

Other items which will increase the expenditures this year are the installation of the automatic traffic signal system in the business sections of the city, the replacement of snow removal equipment which has been worn out, more books for the central library, and more money for the removal of garbage and refuse.

In the county budget increases of \$952.07 will be granted to 125 county employees at the courthouse, the jail and the other institutions, and \$8254.79 will be allowed for six new positions in the working force. Salary increases in these cases have been granted only to the lower paid employees, as the Legislature is now considering the reclassification and regulation of county salaries.

RECORD 4/1/30 TO PROVIDE PLANS FOR HUB FIREBOAT

Fay, Spofford & Thorndike, Boston architects, have been chosen by Mayor Curley to provide the plans for the new \$350,000 fireboat which will replace engine 31. The new boat will be of the most modern type and will have a pumping capacity of 10,000 gallons of water per minute.

CITY HALL NOTES

Mrs. Colin W. MacDonald of Roxbury, was reappointed as a member of the Election Commission and Chairman Edward T. Kelly was given another term as assessor by Mayor Curley yesterday when their terms expired. Mrs. MacDonald will serve for four more years and Chairman Kelly for three.

Upon the completion of 48 years in the city service, Supervisor Daniel H. Gillespie of the city sanitary division was given a surprise party late yesterday at City Hall by his fellow workers, who presented him with a purse of gold as he was about to leave office. The presentation was made by Deputy Supervisor Pete F. Garrity in the presence of a large group of friends, including the officials of the department and the 50 foremen of the service.

After a delay of three years the city will accept the bequest of the late Mrs. Mary F. C. Cummings of Woburn, who left 200 acres of land to Boston for use as a public playground.

With the property is included a block at 53 North Market street, city, the income from which will be added to the Randidge fund for children's excursions to Rainsford Island.

In a letter to Mayor Curley, James P. Dwyer of the J. P. Dwyer Company, disowned any responsibility for the trouble with the heating plant at the Long Island Hospital, claiming that his firm had carried out the contract in accordance with the plans and specifications prepared by the city's architect and engineers.

He disputed several points in the report made by Guy E. Emerson, Finance Commission engineer, who conducted an investigation of the plant.

RECORD 4/1/30 HUB'S BUDGET JUMPS \$1,916,210 TO \$49,501,799

The city budget for the year 1930, amounting to \$49,501,799.53, an increase over last year of \$1,916,210.17, was submitted by Mayor Curley to the city council for approval yesterday. The budget represents a reduction of \$3,431,243.71 from the estimates originally submitted by the department heads.

The largest increase is for city maintenance, which requires \$1,530,865.66 more than last year. Of this sum, \$1,018,500.86 will be spent for salaries.

An emergency budget, prepared by the mayor for public welfare and soldiers' relief, was also referred to the council. The mayor requests \$2,625,000 for public welfare and \$300,000 for soldiers' relief.

It was revealed that the budget represents \$14.50 per \$1000 of valuation for expenses. This figure is \$1.50 less than the tax limit allowed this year by the legislature.

RECORD 4/1/30

Mayoralty Shot



Scene at the Battle of Lexington Green, as illustrated in a Lexington historical pageant. Mayor James M. Curley's reference to this engagement as the firing of the "shot heard round the world" led some hasty critics to assume His Honor had slipped.

As a press agent for our Tercentenary, Mayor James M. Curley of Boston is not at all ineffective. In his Tercentenary greeting he attributes the "shot heard round the world" to the Battle of Lexington.

Up then arise gallant partisans of the Concord Fight, quoting Ralph Waldo Emerson's celebrated poem. The Mayor comes back with historical citations about the first conflict of the Revolutionary War being fought at Lexington when Gen. Gage's British soldiers were on their way to destroy military stores at Concord.

The Mayor has the laugh on the critics of his historical accuracy and much publicity results. The shot the Mayor fired is echoing and re-echoing and calling all the more attention to our Tercentenary occasion. Incidentally, many persons have benefited by brushing up their Revolutionary knowledge, or lack of it.

"Poetry may not support me," says Mayor Curley, "but history does. Perhaps that shot was fired first at Concord in the famous poem. But the first firing that morning—April 19, 1775—was at Lexington, where Captain Parker said: 'Don't fire until fired upon; but if they mean to have a war, let it begin here.'

"If the Concord shots were heard around the world, so must also the Lexington volleys. The war began there."

Chairman Harold B. Lamont of the Lexington Tercentenary Committee applauds the Mayor and declares the Lexington public is glad to see that the Boston executive is so keen a student of local history.

If Mayor Curley needs any historical evidence, Chairman Lamont stands ready to furnish it.

Will Have to Double Force, Says Rourke

It will take \$10,000,000 to clear up the street paving situation in Boston, the legislative committee on municipal finance was told at a hearing in the State House yesterday.

Further information as to what the city would do with that amount, which it seeks to borrow outside the debt limit, was related at this first hearing on Mayor Curley's street program measure.

Samuel Silverman, corporation counsel, said there were on file 502 petitions for permanent paving of unaccepted streets, in Dorchester, West Roxbury, Brighton, Hyde Park, South Boston, East Boston and Roxbury.

He estimated each street would cost \$10,000 and the total for this phase of construction would run to \$5,000,000.

Public Works Commissioner Rourke gave details of how the other \$5,000,000 would be spent. He said there was an item of \$8,000,000, of which \$590,000 was required in the city proper, \$258,000 in Charlestown, \$352,000 in East Boston, \$981,000 in South Boston, \$750,000 in Roxbury, \$1,904,000 in Dorchester, \$1,108,000 in Brighton, \$1,509,000 in West Roxbury and \$568,000 in Hyde Park.

Rep. John P. Higgins thought a \$3,500,000 street program would tax the capacity of the public works department. Rourke replied that if the measure were approved his force would have to be doubled. Reps. Leo M. Birmingham, McFarland of Dorchester and Welch of Hyde Park favored the bills.

\$4,000,000 for Tube Puzzles Council

Henry I. Harriman, of the metropolitan planning board and Frederic H. Fay, of the city planning board, must explain to the city council what is to be done with \$4,000,000 additional appropriation for the East Boston tunnel before they will act on it, the council decided yesterday.

This will make the tunnel cost \$20,000,000 instead of \$16,000,000, as originally proposed. One revision is to have the Boston entrance on Cross st., nearer Haymarket sq., and two traffic circles are proposed, one in Cross st., the other in Haymarket sq.

POST 4/1/30

HERALD 4/1/30



Jerome A. Lally, left, and George A. Mulvey, right, assistant federal supervisors, presenting Mayor Curley with a souvenir portfolio similar to those which will be used by the enumerators in their tabulations.

NEWSSTAND IS RAZED BY CITY

City Hall Structure in Violation of Law

The old wooden news stand operated for the past dozen years by Tom Flanagan on the platform in front of the Court street entrance to City Hall Annex, was razed yesterday to make way for the tercentenary celebration.

Although the city has been receiving \$200 a year in rental for the stand, it was discovered that the shanty was erected in violation of the building laws, which prohibit the construction of wooden buildings in the down-town fire district, according to Assistant Corporation Counsel Leo H. Schwartz.

He explained that the popular news dealer was given a month in which to remove his little business before the wooden structure was torn down yesterday by workmen under the direction of Superintendent of Public Buildings John P. Englert.

PASS \$2,625,000 FOR AID OF POOR

Ignoring the jibes of Councillor John L. Fitzgerald of the West End, who charged that they were acting like "rubber stamps," the majority of the City Council yesterday approved Mayor Curley's recommendation for the appropriation of \$2,625,000 for poor aid, and \$300,000 for soldiers' relief, without investigation by the appropriations committee.

The Mayor appealed to the Council to pass the appropriations without the usual delay caused by hearings, in order to meet the demand for help from the unemployed, and Budget Commissioner Charles J. Fox insisted that money must be made available immediately to meet outstanding bills and take care of the dependents until at least June 1, while the Council is considering the budget.

Corporation Counsel Admits Helplessness of Ordinance

CONFEREES SHY AT CITY INTERFERENCE

Unless Mayor Curley can find a way out of the legislative tangle involving conflict between city ordinances and state laws, Boston is helpless to relieve the smoke nuisance within its own limits, Corporation Counsel Samuel Silverman declared yesterday.

Boston's only recourse to obtaining adequate regulation is through special legislation which would remove Boston from the jurisdiction of the present state smoke law and permit the city "home rule" in enforcing standards of smoke emission of its own choice, Mr. Silverman stated, and Boston's chances of getting such action from the commonwealth are mighty slim.

Mr. Silverman's conclusions were voiced following a conference in his office yesterday afternoon, as a result of which he promised that the city will support legislation now pending at the State House in want of any apparently better way of contributing to the movement for smoke abatement.

The corporation counsel's conference drew a stronger representation of industry and "big business" than has any recent hearing on the problem of relieving the smoke nuisance.

Present were H. Ware Barnum for the Boston Elevated; Claude L. Allen, legislative counsel for the Boston Chamber of Commerce; Ellerton P. Brebaut, manager of the chamber's civic bureau; J. Daniels of the chamber's new industries committee; James H. Walsh, John T. Scully of the city's bureau of industries and commercial affairs, and Dr. L. Vernon Briggs, Boston psychiatrist who has been active in the movement.

PROTEST INTERFERENCE

They voiced a solid protest against the city's interference until remedial legislation proposed by Gen. Edward L. Logan and given the support of many interested organizations has been given an opportunity to function and demonstrate its worth.

The city's next move in the war on smoke now rests with Mayor Curley, it was indicated, and Mr. Silverman reluctantly confessed that he saw no loop-hole in the situation.

A decidedly forward step, however, was made in the State House yesterday when the Senate passed the bill on the petition of John R. Kewer requiring that all new fuel-burning plants or substantial alterations therein shall be approved and licensed.

The Kewer bill has been regarded as one of the most important factors in the campaign against smoke and is the result of many years' concentrated effort by interested organizations, led by Gen. Logan and Dr. Briggs.

Post 4/1/30

RESOLVE TO AID TUNNEL BILL HALTED

Harriman Measure Is Stopped by Fitz- gerald in Council

Warning that the proposed East Boston traffic tunnel will be "the greatest scandal in the history of the city" and protesting that a new "deal" was on to place the location of the tube, Councillor John I. Fitzgerald of the West End yesterday stopped the Council from adopting a resolution in favor of the tunnel bill filed with the Legislature by President Henry I. Harriman of the Boston Chamber of Commerce and Chairman Frederic H. Fay and the Metropolitan and City Planning Boards.

SEEK MORE INFORMATION

The resolution was transmitted to the

MAY VOTE ON BURKE TONIGHT

School Committee to Hold Special Meeting

A special meeting of the Boston school committee has been called for tonight at 15 Beacon street, following a four-hour conference held last night behind closed doors with all five members of the committee in attendance.

MAY DECIDE ON BURKE

Although no member of the school

Council by Mayor Curley as the Legislature requires the approval of the city government on all municipal bills calling for the expenditure of money before taking them up for consideration.

Councillors protested that the Mayor's communication did not explain the Harriman-Fay bill, which seeks to amend the present \$16,000,000 tunnel act "or like legislation to accomplish the same ends," but it was learned after the meeting that the proposed amending bill seeks to authorize the expenditure of \$4,000,000 more in connection with the tunnel to provide for the widening and extension of Cross street from Haymarket square to Atlantic avenue and the construction of a traffic circle at Haymarket square.

Acts in Place of Lomasney

This was the very proposal which drew the fire of Martin M. Lomasney, West End leader, last fall during the tunnel discussion and in his absence yesterday his lieutenant, Councillor Fitzgerald, was quick to take up the battle.

While the West End Councillor alleged that a new deal had been started on the final location of the tunnel which it is now estimated will cost \$20,000,000, it was stated officially that the Mayor has asked the engineers of the Transit Department and the Metropolitan and City Planning Boards to make a report

to him tomorrow on the best locations for the traffic tube.

Picked Cross Street as Best Site

At their last meeting on Thursday, it was reported that the experts had agreed on the Transit Department plan for the location of the East Boston entrance at Chelsea and Porter streets, as approved by Chairman Frank A. Goodwin of the Finance Commission instead of at Central square, East Boston, as insisted upon by Chairman Harriman and Fay.

But the location of the Boston terminal was the chief bone of contention in the dispute which resulted in delaying the actual digging during the last days of the Nichols administration. With the approval of Chairman Goodwin, the transit plan selected Cross street between Hanover and North street, as the best site for the Boston entrance.

Changes Based on "Suspicion"

Yet the Harriman-Fay plan for the Boston entrance on Cross street, south of Hanover, with a large traffic circle at Haymarket square, was finally adopted by former Mayor Nichols.

This action brought further severe criticism from former Representative Lomasney and the Finance Commission, who charged that the real estate speculators who had bought property in Haymarket square were ready "to make a killing" at the expense of the taxpayers.

In his protest against the resolution, Councillor Fitzgerald admitted that his charges were based on "suspicion" and persistent rumors, but his plea for postponement was heard by his colleagues as the Council refused to adopt the measure until fully informed at a later meeting.

GLOBE 4/1/30

TAXI STAND PERMIT HEARING

Bill Favors Transfer of Granting Authority

The draft of a bill transferring the authority of granting taxi stand permits from the Police Commissioner to the Boston Traffic Commission and otherwise changing the taxicab regulations was presented today by Senator Henry Parkman of Boston to the Legislative Committee on Cities.

The bill is in part based on the recommendations of the minority report of the special commission, which last year studied the Boston taxicab situation. The Police Commissioner's power of granting taxi licenses would not be affected by the bill.

The Parkman bill would provide that all stands of more than two-cab capacity be open stands, or as an alternative, that the recommendation of the minority report, that 50 percent of the stands be open, with the hotels and railroads designating the companies they desire, be adopted.

Senator Parkman declared that he was not interested in any appeal to the galleries, but desired to effect constructive legislation affecting the general public and the traffic situation, as well as the taxi drivers and owners.

Thomas F. Quinn, representing the Town Taxi Company, opposed the Negan open-stand bill as eliminating a service obligation now imposed on companies which have special stands.

He thought that the suggestion in the Parkman bill, transferring the authority to the Traffic Commission, was not a wise one.

committee would discuss the matter last night, it is felt that the special meeting called for tonight may dispose of the reappointment or dropping of Superintendent Jeremiah E. Burke as head of the Boston public schools. The school committee, under the existing law, must fill the office of superintendent for another six-year term during this month.

It was stated last night that the four-hour star chamber session was to prepare for the hearing tomorrow morning at 10:30 before the committee on municipal finance at the State House on the request of the school committee for an appropriation of an additional \$600,000 to carry on the current year's work in the schools.

The bill, already filed and granted one hearing, asks that the Legislature levy the city of Boston 30 cents on every \$1000 worth of the assessed valuation to raise the additional sum of \$600,000 sought by the school committee.

The committee, it was stated, spent last night in going over the school budget for the past year and the budget already prepared for the current year's work, in preparation for tomorrow's hearing.

Speculation was still rife last night as to just what action the school committee would take on Superintendent Burke. Considerable pressure has been brought to bear upon the committee by Superintendent Burke's friends for his reappointment, and his reappointment is viewed favorably, it is reported, by three members of the school committee.

The dismissal of Assistant Superintendent John C. Brodhead, although his term does not expire for another year, is another matter likely to be handled by the school committee this month, although it may not be reached at tonight's special meeting.

At tonight's meeting the committee will pass appropriations, claimed much needed, for land and buildings already under advisement for some time.

42035 4/1/30

COUNCIL INDORSES \$2,925,000 BUDGET

Soldiers' Relief and Public
Welfare Aided

"L" Petition on Standing Patrons Referred to Committee

Without debate or examination of the actual budget requirements of the Soldiers' Relief and Overseers of the Public Welfare involving appropriations of \$2,925,000 the City Council yesterday carried out the request of Mayor Curley to lift the items from the budget and make immediately available for current use the year's appropriation.

Councilor Wilson objected and sought to cut down the Soldiers' Relief at this time to \$200,000, and the Public Welfare to \$1,500,000, which would have been ample to June 1. Councilor Fitzgerald backed him up and said the Council was throwing away its powers of administration, and quoted Mayor Curley's inaugural that the Council function was that of directors. They objected to voting the entire amount without seeing the budget figures.

Budget Commissioner Fox had advised the Council that there should be immediate action, at least so far as funds being available for the period up to and including June 1. In executive session the Council voted, 13 to 6, that the order ought to pass.

In the chamber later Councilors Wilson, Fitzgerald, Curtis and Murray made their bid for a cutting down for the present. The vote on Wilson's amendment was Arnold, Cox, Curtis, Fitzgerald, Kelly, Murray, Norton, Ruby and Wilson, yes; Bush, Donovan, Englert, Fish, Gallagher, Gleason, Green, Hein, Lynch, Mahoney, McGrath and Power, no. The Mayor's order was then passed.

Refer "El" Petition

The Boston Elevated petition to the Council to carry in their busses passengers standing, not exceeding 25 percent of the capacity of the bus, which was up for action three weeks ago and then deferred, was taken from the table and referred to the committee on ordinances.

A delegation from the Street Car-men's Union, headed by Pres John Carey and Business Agent Timothy J. Regan, protested against the order; declared that standees will interfere with proper operation of the busses and they also stated that the car men fear that the Elevated plans to replace street cars with bus lines.

Centre st, West Roxbury, traffic road from Boston to Providence, is in need of traffic signals according to residents of the district and Councilor Cox introduced an order asking for an appropriation of \$125,000 for an automatic light system. It was referred to the committee on ordinances.

Tunnel Project Ignored

City Council members did not heed the request of Mayor Curley to indorse pending East Boston tunnel legislation filed by Henry I. Harriman and Frederic H. Fay, and neither did they indorse the remaining part of the request "or like legislation to accomplish the same ends."

The request apparently failed to live

particulars of the pending or like legislation. The Council appeared not to know just what they were to approve, and after declining to indorse, announced they would have Mr Harriman and Mr Fay as well as Col Thomas F. Sullivan of the transit department appear next Monday and tell the Council what it is all about.

It was unofficially reported that the Fay-Harriman bill referred particularly to \$4,000,000 for the widening of Cross st and the creation of a traffic circle in Haymarket sq. It was also said that Mr Harriman has still another plan for the East Boston tunnel which, however, is in harmony with the Cross-st widening and Haymarket sq traffic circle.

It places the Boston entrance to the tunnel, however, on Cross st, nearer Haymarket sq than the plan approved last year by Mayor Nichols. In addition to the circle at Haymarket sq it is said to propose a circle in Cross st.

The new plan by Mr Harriman, it is said, contemplates an East Boston entrance at Central sq, but it is said that last Thursday Mayor Curley, at a conference, negatived that suggestion and recommended that the Transit Commission location between Maverick sq and Porter st on Chelsea st, be carried out. At the meeting engineers of the Traffic Commission, City Planning Board and Metropolitan Planning Division were ordered to settle on a plan, but whether "morrow they will have a plan or a report of a disagreement for Mayor Curley could not be learned.

Meets Opposition

The resolution to indorse met opposition when Councilor Donovan moved for suspension of the rules. Councilors Wilson and Fitzgerald immediately opposed and the order was shunted into the executive committee.

Councilor Donovan explained that the Mayor wanted to amend the tunnel act. He answered "yes" but nothing additional when Councilor Fitzgerald asked him if he knew who killed the bridge bill. Councilor Bush's request for the name of the "killer" went unanswered.

Councilor Fitzgerald declared that "the tunnel will be the greatest scandal in the history of the city."

Frank A. Goodwin, chairman of the Finance Commission, when asked for information regarding the tunnel, said he knew of no developments.

DANIEL H. GILLESPIE GIVEN GOLD AT DINNER

Daniel H. Gillespie, supervisor of the sanitary division of the Public Works Department, retired after 48 years in the employ of the city of Boston, was guest at a dinner in Nantasket last night. He was pleasantly surprised by the supervisory force of the sanitary division and was presented with a purse of gold by Deputy Supervisor Peter F. Gerrity.

Other guests present were Daniel Lynch, Daniel R. Murray, Thomas P. Roe, Thomas F. O'Leary, William J. Griffin, Thomas A. Dolan, James Johnson and Michael Ahern.

TEAR DOWN NEWSSTAND NEAR CITY HALL ANNEX

Plans for sprucing up on this tercentenary year probably has something to do with the tearing down yesterday of the wooden newsstand at 22-24 Court st, in front of the City Hall Annex. Technically it came down because it was in violation of the building laws and employee of the Public Buildings Department took it apart.

For 12 years it had been in the same spot and conducted by Tom Flanagan, and all the time it was in violation of the building laws, it was

CRITICISES BOSTON TUBERCULOSIS WORK

Dr Emerson Urges Special
Training at Mattapan

Boston Hospital Administration

"Starved"—Death Rate Less

The handling of tuberculosis less "from the morgue end" and more "from the preventorium end" was recommended by Dr Haven Emerson, ex-Health Commissioner of New York city, in an address before the Boston Health League at the Twentieth Century Club late yesterday afternoon. Dr John W. Bartol, president of the Health League, presided.

Dr Emerson made an investigation of tuberculosis here in 1925 at the request of the Mayor and an investigation of chronic disease at the request of the Boston Council of Social Agencies. In view of any criticism of the city his speech might involve, he said he had laid the same facts before Mayor Curley and received "a most sympathetic hearing."

The death rate from tuberculosis, he said, has gone down since he made his 1925 report, "but that was an era of prosperity." He expressed hope that "the present depression and unemployment will soon be over," as depressions always mean an increase in this death rate.

Many Doctors Report Too Late

He criticised physicians for not reporting to the State cases of tuberculosis in preliminary stages, as the law requires. "Most of them feel," he said, "that it will mean that an official busybody will visit the home. I am as much against such busybody visits as anyone, but I think the State should have the data on which to go."

In the Boston City Hospital, "though the technical work is well done," he said, he believed that the city had starved the institution of salaried assistants in the administrative branch and that the trustees, with the best of will, in their control of the Mattapan Tuberculosis Sanitarium do not put sufficient emphasis on specialized training to meet this particular disease. Nevertheless, he believed that centralized control under some such body as the City Hospital trustees could well be extended to chronic cases.

Among nursing homes in Boston, he said, there is "too much fire hazard, too much health hazard, too much honesty hazard," and recommended supervision of such institutions by the State or large hospitals.

Restraint to Stop Infection

Since he made his 1925 tuberculosis report, hospital facilities for the disease have dropped from 734 beds to 665 beds, but this loss will disappear with the completion of extensions in Mattapan. Clinics have increased from one to 12 and patients at clinics from 1770 to more than 8000. Of 571 who died of tuberculosis last year, he said, the cases of 131 were reported by physicians after death and 113 within one month before death, which was about the same five years ago.

He believed that the law should be made clear to permit the holding of an "incorrigible" tubercular until the patient was either cured or had been taught to submit at home to treatment which would prevent him from infecting others.

HERALD 4/1/30

COUNCIL BALKS AT TUNNEL BILL

Refuses Mayor's Request
To Indorse Harriman-
Fay Measure

RUMOR NEW 'DEAL' HAS BEEN PROPOSED

Suspicion, based entirely on rumor that another East Boston tunnel "deal" has been proposed and that drastic changes in hitherto discussed locations of entrances are planned, led the city council yesterday to refuse Mayor Curley's request for indorsement of a bill filed by Henry I. Harriman and Frederic H. Fay, now pending before the legislative committee on rules, "or like legislation to accomplish the same ends."

The council asked Col. Thomas F. Sullivan of the transit department, and Messrs. Harriman and Fay to appear next Monday to enlighten the members about any and all pending legislative petitions.

Although Mayor Curley left the council entirely uninformed about the character of the Fay-Harriman bill, which the committee on rules will not admit for consideration without the approval of the mayor and city council, it was agreed last night that the reference was to the \$4,000,000 bill for the widening of Cross street and the creation of a traffic circle in Haymarket square.

CALLS FOR TWO CIRCLES
It was also learned that Mr. Harriman, one of the co-sponsors of the tunnel plan which ex-Mayor Nichols accepted last year, has brought forth another plan, and this dovetails with the proposal to widen Cross street and build a traffic circle in Haymarket square.

The latest Harriman suggestion places the Boston entrance to the tunnel on Cross street considerably nearer Haymarket square than the location designated in the plan accepted by ex-Mayor Nichols. This new scheme calls for two traffic circles, one in widened Cross street and the other in Haymarket square.

It did propose that the East Boston entrance should be located in Central square with a wide traffic circle, but unofficial reports indicate that Mayor Curley refused, at a conference last Thursday, to give consideration to this suggestion, and that it was agreed by Messrs. Harriman and Fay to accept the plan of the transit commission, which places the East Boston entrance on Chelsea street between Maverick square and Porter street.

What the engineers of the transit commission, the city planning board and the metropolitan planning board, who were ordered by the mayor to agree, on some tunnel plan, will report tomorrow is uncertain, but it was intimated last night that they will report failure to agree.

Reading of the mayor's message and the resolution in the council meeting yesterday was followed by an effort to speed it through to adoption under suspension of the rules. President Lynch

made known that Councilman Donovan had moved to suspend the rules, but Councilmen Wilson and Fitzgerald arose simultaneously and roared out their opposition.

PREDICTS "SCANDAL"

They forced submission to the executive committee but demand for enlightenment by Wilson, Fitzgerald, Ruby and Norton added confusion when Councilman Donovan explained that all that the mayor asked was authority to amend the tunnel act.

"You know who killed the bridge bill, don't you?" asked Fitzgerald of Donovan.

"Yes," said the East Boston representative. His failure to amplify the answer inspired Councilman Bush to ask for information about the identity of those who killed the bill, but Donovan replied that his knowledge was indirect and that he did not intend to divulge it.

Thereupon Fitzgerald remarked that the "tunnel will be the greatest scandal in the history of the city."

In the coatroom councilmen charged that there were rumors of a new "deal" but they were unable to offer any tangible proof.

Chairman Goodwin of the finance commission disclaimed knowledge of any new developments but he expressed the belief that the Harriman-Fay bill relates to the Cross street widening and the Haymarket square circle. When this proposal was originally made Chairman Goodwin was vehement in his opposition to any traffic circle and Finance Commission investigators tabulated the owners of the property which such a project would involve. The list of names which was discovered disclosed that the ownership of numerous buildings is concentrated in "real estate speculators" who have been frequently assailed and denounced by Martin M. Lomasney.

URGES CITY ACCEPT PARK IN WOBURN

**Curley Would Convert 200
Acres Into Public Pleas-
ure Ground**

Favorable action by the city council will permit Mayor Curley to convert into "a public pleasure ground" 200 acres in Woburn and Burlington, bequeathed to the city by Mrs. Mary P. C. Cummings, formerly of Woburn, who died in 1927, and who specified in her will that refusal of the city to accept the provisions of the bequest would make Playground & Recreation Association of America the beneficiary.

In addition to the homestead and acreage in Woburn and Burlington, Mrs. Cummings also left to the city the block at 53 North Market street, Boston.

In recommending acceptance of the bequests, Mayor Curley pointed out to the council the unsatisfactory environment at Rainsford Island where the poor children of Boston are taken on excursions during the summer, and praised Cummings to create an adequate recreation ground in Woburn.

The income from the North Market street property with contributions from the Rindge Excursion fund, will, in the opinion of Mayor Curley, be adequate to maintain the proposed recreation grounds.

The executive committee of the council will consider the matter.

POLICE LISTING BEGINS TODAY

Record of Employment to
Be Taken for First
Time in Boston

CLEARING DECKS FOR U. S. CENSUS

The "little census," otherwise the annual police listing of every Boston resident, will start this morning shortly after 10 o'clock, when 1600 patrolmen in uniform will start knocking on doors to inquire who dwells within.

This year for the first time in the city's history, a record of employment of each worker will be taken. In addition to obtaining the name, age, occupation and place of occupation, the question will be asked, "Is the person now at work?"

At 9 o'clock tonight, listings, according to Superintendent Crowley's general order, must cease and if unfinished the work will be resumed tomorrow morning.

CURLEY INTERESTED

The unemployment totals will be taken off immediately when record cards are received at headquarters and forwarded to City Hall for attention of Mayor Curley and City Councilman Clement Norton, who requested that the unemployment census be taken. Two crosses on a card after the individual's name will represent one case of unemployment. Complete population totals will be announced at the end of two weeks when the army of tabulators finish the clerical work.

Machinery for grinding out material for the "most colossal of all statistical projects," the United States census, will get underway tomorrow morning, when thousands of enumerators, cogs of the machine, settle down to their work.

Throughout the state today, 16 super-visors in charge of enumerating in their respective districts will put on finishing touches in the way of last minute instructions in procedure. Every enumerator has been assigned to a specific locality and will be personally responsible for every inhabitant therein.

TWO WEEKS' WORK

In Boston, 600 field workers have been apportioned about 1,500 inhabitants each. They are expected to complete their tabulations within two weeks. As soon as a ward has been completely enumerated, that total will be given out at headquarters by either one of the two supervisors, Leonard Frink or Louis Sensale, in whose district the ward may be.

CHICAGO 4/1/30

DEMOCRATIC SWEEP OF STATE PREDICTED

Nearly 1800 Enthusiastic Party Workers at State Mayors' Night Get-Together

Confidence that the Democrats would make a clean sweep in this State at the election next Fall was expressed by speakers at a Democratic Mayors' Night get-together last night, at the Hotel Statler, when nearly 1800 Democrats from all sections of the State gathered to pay tribute to 19 chief executives of Massachusetts cities who are members of the Democratic party.

Enthusiasm ran high at the gathering which marks the opening of the most ambitious campaign the Democrats have attempted in years. The fact that the State was carried by Al Smith and U. S. Senator David I. Walsh at the presidential election, and the definite stand taken by Democratic candidates on the prohibition question were pointed to as favorable signs that Massachusetts will go completely Democratic this Fall.

Speeches Broadcast

The speeches of the guests were broadcast after 11 o'clock at night and the speechmaking continued until long after midnight.

The get-together was sponsored by the Democratic City Committee of Boston and the Al Smith League of Massachusetts. Henry E. Lawler, chairman of the city committee, was toastmaster. The Mayors present included Michael A. Landers, Lawrence; J. Leo Sullivan, Peabody; John J. Murphy, Somerville; Patrick J. Duane, Waltham, and Philip J. Gallagher, Woburn.

There were delegations present from practically every Democratic club, city and town committee in the State. The speakers stressed the fact that the campaign must be started at once to insure Democratic success and the method of procedure urged was to make certain that all potential Democratic voters in the State be listed in the work which starts today.

Mayor Curley's Message

Mayor Curley was unable to attend, but sent a message, in which he predicted success for the Democratic party in the Fall. He said, in part:

"The same intelligent vision and unselfish, energetic work which made possible the placing of Massachusetts in the Democratic column for the great Governor of New York State in 1928 gives promise of repetition for the entire State ticket this year. The victory of 1928 is truly remarkable in view of the absence of a genuine economic issue in that campaign and can be traced to the work of organization, to the success of which the liberal women and men of Massachusetts contributed time, energy and money.

"The prospect for success in the

State campaign this year, due to the four B's, namely, Borah, Brookhart, bread and beer, is assured, provided that every person eligible for listing is listed, and that later every person listed and eligible to vote is registered, and the voters so registered can be induced to go to the polls at the election and exercise their franchise.

"The Republican party in the campaign of 1930, regardless of what may take place during the remainder of the year, will be upon the defensive from the start, and with an electorate as intelligent as that which is to be found in Massachusetts they will be confronted with the impossible task of endeavoring to disclaim responsibility for industrial unrest and industrial depression, for which they alone are responsible.

"With harmony in the ranks and organization as a watchword, Massachusetts can be safely counted in the Democratic column."

Keynote by Lawler

Mr Lawler sounded the keynote of the evening when he blamed present conditions in this State on the Republican party. He charged that the G. O. P. was responsible for the scandalous situation created by the Garrett investigation. He stated that no one believed Supt of Police Michael H. Crowley had anything to do with graft conditions.

He said that the success of the Democratic party next Fall depends on the work done by party workers in listing and registering voters.

Ex-Mayor Edward W. Quinn of Cambridge, national committeeman, said that the Democratic party is naturally encouraged by the success of Democratic Mayoralty candidates in the 19 cities. He added that it was necessary that the party workers place all potential voters on the voting list this Fall.

Charles H. McGlue, head of the Al Smith League, urged the Democrats to continue their activity in registering citizens, and poll a greater majority than was given Smith.

Ex-Mayor Fitzgerald Talks

Ex-Mayor John J. Fitzgerald blamed Gov Allen and the Republican party for failing to organize the Tercentenary program. He said that the Republican Legislature has fallen down in its plans.

He also charged that Gov Allen had done nothing about the unemployment problem, except to write a few letters, which have gained few results.

Mr Fitzgerald said that a survey should have been made and concrete plans taken to remedy the situation.

He further charged that we are living in a machine age and that Gov Allen "belongs to that crowd."

He paid tribute to United States Senator David I. Walsh as the man who did the job in Washington when "Gillett ran away" and "came back to vote for those who opposed conditions which would help Massachusetts."

Marcus A. Coolidge of Fitchburg made a brief announcement in which he said that, if the party is properly organized and registration is carried out, nothing can prevent the Democratic party from sweeping the State. Gen Edward L. Logan was a guest and speaker.

Mayor Murphy of Somerville was introduced as one of the representatives of six cities which switched from Republican ranks to Democratic. It was pointed out that the other cities were Springfield, Lynn, Waltham, Woburn and Holyoke.

Democratic Senators at the meeting included Robert E. Bigney of South Boston; John P. Buckley of Charlestown; John J. Buckley of Dorchester; Joseph J. Mulhern of Dorchester; Charles W. Faulkner of Pittsfield.

Senator Joseph J. Mulhern of Dorchester, who was introduced as "one of the attackers of the police," said nothing specific about the Garrett case, but indicated in his address that the Garrett inquiry would bring about the election of a Democratic Governor.

Representative Roland D. Sawyer of Ware, a candidate for United States Senator, also spoke.

CHICAGO 4/1/30

CONTRACTORS DENY HOSPITAL CHARGES

Dispute Report on Boilers at Long Island

In a communication to Mayor Curley yesterday, J. P. Dwyer Company, contractors who installed the new boilers and other equipment at the Long Island Hospital, flatly challenged the accuracy of statements made by Engineer Guy Emerson of the finance commission in his report of his investigation of Long Island hospital heating contracts.

James F. Dwyer told the mayor that Emerson was incorrect when he reported that his concern had just completed the installation of radiators on the ceilings of the "new nurses' home" when a contract involving \$3750 was awarded to shift them to the walls.

Dwyer sharply criticised Emerson for his reference to "the new nurses' home" and explained that it was an additional story on an old building and a lecture hall. The radiators were installed on the ceilings when the building was erected 10 to 15 years ago.

Dwyer also told the mayor that "the reported statement of Emerson that three boilers were removed from use during the coldest part of the winter and the entire duty of furnishing light, heat and power placed upon two new

Contd TRANSCRIPT 4/2/30

HERALD 4/2/30

which is due to law or rules, lies in the fact that the health commissioner can send a tuberculosis patient to the hospital, but cannot keep him there. Even though a patient is a hazard to family and community he can walk out of the hospital the very next day, if he is able, and as a rule these incorrigibles, or non-co-operatives, know well enough that they can leave.

Physicians Not Co-operating

There is not firmness enough in obtaining reports from physicians. The physicians are not doing what they should. The situation has not improved. The situation is the same as it was in 1925, and there is not evidence now that the physicians are taking this situation seriously. The Board of Health should know the places of tuberculosis without waiting for the death report. It is important to know who is infected, and to know more about the disease itself. Only by the assembling of adequate information can the boards of health make proper administration. There is no excuse, said Dr. Emerson, for the medical profession not co-operating.

Referring to the decentralization of diagnostic work, Dr. Emerson pointed out that while there was only one clinic in Boston in 1925 there are twelve at present, and the number of patients has grown from 1770 to 8000. But the clinics have not yet become recognized as the source of training and consultation that they really are. It seems difficult to persuade one doctor to think that he can learn anything from another doctor.

Fewer Bids than in 1925

In the matter of hospital accommodations for tuberculosis there is less now than there was in 1925, as there were 734 beds then and there are only 665 now, but that will be corrected when finally the new sanatorium in Mattapan is opened.

Referring to the Prendergast Preventorium, Dr. Emerson expressed hope that the city will take it over, because the city should have the whole scale from preventorium to the care of the chronic, and it certainly should see more than the morgue end of tuberculosis. There has been some reduction in the percentage of deaths from tuberculosis in Boston since 1925, but Dr. Emerson was unwilling to credit this to the hospital work; he said that general prosperity has had something to do with it, and there is a possibility that a little depression will cause the death rate to rise again. Yet there has been progress.

About the chronic disease situation, Dr. Emerson said there had been more progress, and there are more beds, and he recommended that the Boston City Hospital establish a unit for chronic diseases. He did not consider Long Island satisfactory. He said he does not believe Boston will be satisfied with Long Island as the only place for chronic diseases. There is no reason for "discriminating against our grandparents," he said. The old folks are sent down to the island, isolated from friends, while younger people are cared for on the mainland. There is no more reason, he said, for having separate hospitals for the care of these sick people than there would be for having separate fire departments. The City Hospital trustees could have a chronic branch. He declared that the City Hospital has been starved for a long time, with inadequate salaries, inadequate staffing. It should be a completely rounded institution.

COUNTY JAIL SITE SOUGHT

Mass. General Hospital Ne-
gotiates for Charles
Street Land

WITHHOLD PROPOSED PLACE OF TRANSFER

Officials of the Massachusetts General Hospital have quietly started negotiations with the city to acquire the site of the Suffolk county jail on Charles street in order to obtain land to carry out their new building program. Should the plan be successful, the jail, erected in 1850, will be abandoned and a new institution erected on some other site.

In spite of the secrecy with which the proposed exchange of land is surrounded, it is known that the hospital officials are prepared to offer a trade for the jail site which will not be disadvantageous to the city. No inkling of the location of the suggested new site of the jail has been permitted to become known.

LAND NEEDED

Hospital officials have admitted that additional land must be acquired to permit of the carrying out of a new building program which appears to include the substitution of hospital buildings for the structures which make up the jail.

Tentatively the hospital would not only gladly take over the jail site but would include land fronting on North Grove street, which now houses stables and yards of the department of public works, the North Grove street morgue and the fire station which houses ladder 24 and which will be abandoned when the new Bowdoin square station is completed.

The land now used for jail purposes covers 130,740 square feet and abuts on city property which fronts on North Grove street and which includes all of the land fronting on that thoroughfare except the property at the corner of North Grove and Cambridge streets, already owned by the Massachusetts General.

Plans for the Charles street widening, announced Monday, provide for the taking of a portion of the jail property, including the site of the padded cell house for street purposes. The traffic circle at Cambridge and Charles streets will require the demolition of existing buildings on Cambridge street and along Charles street beyond the end of the padded cell building of the jail.

CONFER WITH CURLEY

Hospital officials have talked over with Mayor Curley the possibility of obtaining the land now occupied by the

public works department, the morgue and the fire station, thereby giving the hospital ownership of all land on both sides of North Grove street, between that street and Cypress street and the entire eastern side of Cypress street.

How far the agitation for the removal of the jail from Charles street has gone could not be learned, last night, but from the guarded statements which were made, it was obvious that persons interested in the Massachusetts General Hospital have taken advantage of the start of the Charles street widening to start a movement to place the jail elsewhere.

Plans for the conversion of Charles street and the enlarged park and recreation grounds between the street and the Charles river contemplate the transformation of the district into one of the beauty spots of Boston. The jail is regarded as a serious detriment to the neighborhood.

AMERICAN 4/3/30

WAIVE CHARLES ST. ASSESSING

The city's plans for the \$1,000,000 Charles st. widening, it was revealed today, do not include assessment of betterments against owners whose properties border that street.

While the surroundings will be greatly improved and beautified, betterments will be waived because the widening is viewed as a traffic improvement benefitting the entire city, as well as the suburbs.

Land damages amounting to \$655,808 were offered the various owners today. If dissatisfied, they must sue in court for more, and, contrary to a practice of the past, which Mayor Curley has stopped, there will be no payment by the city pending the outcome of such litigation.

The Mayor does not intend to have property owners accept city money tentatively and use it to finance legal battles for more.

Buildings affected between Longfellow bridge and Craigie bridge, and between Cambridge and Leverett sts., must be razed within 60 days, or the city will put wreckers to work and assess the owners for the cost.

HERALD 4/2/30

RE-ELECT BURKE AS SCHOOL HEAD

Committee, by 3-2 Vote, Gives Supt. Another Six-Year Term

SEE CURLEY VICTORY IN RE-ELECTION

Dr. Jeremiah E. Burke was re-elected superintendent of schools for a six-year term, last night, by a vote of 3 to 2 at a special meeting of the Boston school committee. His election ended a spirited campaign among the members of the school committee.

The vote was: For Dr. Burke—Dr. Joseph V. Lyons, Mrs. Elizabeth W. Pigeon and William Arthur Reilly; for Arthur L. Gould, an assistant superintendent—Chairman Joseph J. Hurley and Francis C. Gray, former chairman. Michael J. Downey, whose six-year term as assistant superintendent had expired, was re-elected without opposition.

After the election the school committee announced the receipt of a letter from the school buildings commissioners which said that Louis K. Rourke, superintendent of construction, had restudied a budget and appropriation order submitted by the school committee and found that \$64,000 could be saved taxpayers. The school committee for this building program appropriated \$915,750. The original sum desired was \$979,750.

CURLEY VICTORY

The election of Dr. Burke was hailed as a distinct victory for Mayor Curley, who recently entered the controversy raging over school expenditures and, in a statement on expenditures, incorporated a rebuke to those who sought to oust him. Mayor Curley and Mrs. Pigeon, who cast the deciding vote, have been political friends for years, and it is believed that the mayor used his influence to carry the day for his personal friend, the superintendent. It was known that Dr. Lyons and Mr. Reilly would support Dr. Burke.

According to the school committee rules, the election of the superintendent is held "in the month of April, with his term to start Sept. 1." The special meeting, held on the first day of the month, allowed observance of these rules. Despite a four-hour parley previous to the public meeting, the committee came to the meeting room still hopelessly divided.

Chairman Hurley formally stated that the election was in order. He pointed out that the vote was to be held in public and the members recorded. Miss Ellen M. Cronin then read the roll. Mr. Gray voted for Mr. Gould, Dr. Lyons for Dr. Burke, Mrs. Pigeon for Dr. Burke, Mr. Reilly for Dr. Burke, and Chairman Hurley for Mr. Gould. On motion of Mr. Gray, seconded by Chairman Hurley, the vote

was made unanimous.

Following the meeting Dr. Burke, who was absent while the election was held, was surrounded by the members of the board of apportionment. Several members of his personal staff waited around to hear the vote and to congratulate him.

DR. BURKE CONGRATULATED

He greeted each assistant superintendent, congratulated Mr. Downey on his re-election, joked with Assistant Superintendent Gould about their "rivalry," and left to become the guest of honor at a small celebration. Dr. Burke gave the following statement:

"Of course, I am pleased at this vote of confidence and I shall continue in the future as in the past to give my best efforts to the welfare of the 120,000 children intrusted to our care, and to the system as a whole. I would like to take this opportunity to thank the teachers' organizations, and the innumerable number of teachers who have expressed their loyalty and support in the past few days; and to express my thanks to my legion of friends throughout the city who have given repeated assurances of their confidence in me."

The letter from Richard J. Lane, chairman of the school buildings commission, stated that \$64,000 could be saved in building costs. The administrative costs of the department, \$115,000, were declared reasonable.

Cost of erecting a six-room addition to the Harriet A. Baldwin school in the Bennett district of Brighton at \$195,000 was declared "unreasonable." After restudying this matter, Supt. Rourke declared the work could be done for \$131,000.

A \$20,000 reduction was suggested in the cost of an eight-room addition to the Alexander Hamilton school in the same district, the cost of which was originally computed at \$200,000.

Explaining the situation, the committee issued the following statement:

"Under existing law the Boston school committee is authorized to appropriate this year for schoolhouse construction approximately \$1,300,000.

"At the earnest solicitation of the board of commissioners of school buildings, the school committee has determined to appropriate this evening \$915,750 of the amount authorized.

"The school committee appreciates that further delay would embarrass the department of school buildings which has for some time been prepared to begin its 1930 building program, and might lead to legal and financial difficulties for the city. But the committee is most seriously concerned with the inconvenience and probable hardships that would result to many school children for whom new accommodations have been planned for next September. Among such accommodations are the following:

"The completion of a high school now under construction and a proposed intermediate school in the present high school building; additions to two elementary schools; and the equipment and opening of a new 40-room intermediate school.

"It goes without saying that the above-mentioned buildings will replace many portables, will eliminate the necessity of providing additional portables, and will insure to a large number of school children the type of housing to which they are rightly entitled."

TRANSCRIPT 4/2/30

Emerson Scores City for Lack of Co-ordination

4/2/30
Points to Mattapan Sanatorium as an Example of Waste
—Doctors Indifferent

Arthritis Controllable

Report Made to Meeting of Boston Health League—Some Improvements Recognized

By Bernard Peterson

Returning to Boston at the invitation of the Boston Health League, Dr. Haven Emerson of Columbia University has checked up on the way Boston health agencies have followed or ignored the recommendations he made after his surveys here in 1926 on the tuberculosis situation and in 1927 on the prevalence and care of chronic diseases. City and State authorities as well as private social service agencies have reported to him freely what has been done, and what has not been done, and he commented with his usual frankness in a talk before the Health League at a meeting at 3 Joy street. There was a large attendance of nurses, social workers, hospital and public health authorities, but there were few physicians in private practice, which occasioned comments of regret.

It was Dr. Emerson who some years ago recommended that the Boston City Hospital trustees take over the tuberculosis hospital work at Mattapan. He said yesterday that they did not want to take on those additional duties for the Mattapan Sanatorium, but they consented and have done some good work, curing certain conditions then outstanding. But having admitted this, Dr. Emerson criticized severely the waste of investment in building the new hospital at Mattapan without providing for its equipment so that it could be opened when the building was completed. He called the hospital a "mere shell" which has no power and no kitchen. There has been utter lack of co-ordination.

One of the improvements made, conforming to his earlier recommendations, is the decentralization of diagnostic stations in Boston, so that there today are twelve stations which meet the needs better than the single station formerly depended upon for this work. The educational work on tuberculosis did not meet Dr. Emerson's approval. It is not yet satisfactory, he said. Since the tuberculosis work was separated from the general hospital, the nurses in training, and medical students, do not get adequate contact with this disease. In the matter of staffing the tuberculosis hospital, he said that the principle has been met but the details have not been carried out yet, and it may be assumed that the assistant superintendent may develop with the work, but he does not come to his position with the kind of training recommended.

Another great fault with the system,

Post 4/2/30

RE-ELECT BURKE BY 3-2 VOTE

Mrs. Pigeon Casts the
Deciding Ballot for
School Head

FOUR MEN ON BOARD
HOPELESSLY DIVIDED

Final Action Follows
Long Controversy
in Private

Superintendent Jeremiah E. Burke, 63, for 24 years connected with the Boston public school system, was re-elected last night by the school committee for another six-year term by a vote of three to two after the committee conducted a heated controversy behind closed doors for nearly three hours, unable to reach a unanimous decision.

The vote of Mrs. Elizabeth W. Pigeon, only woman member of the committee, swung the reappointment to Superintendent Burke. It has been known for some weeks that Chairman Joseph J. Hurley and Francis C. Gray were advocating the supplanting of Superintendent Burke by a younger man, while Dr. Joseph V. Lyons and William A. Reilly were adamant in their stand that Superintendent Burke should be reappointed.

The four men members of the committee went into the open meeting last night steadfastly adhering to their choice, Dr. Lyons and William A. Reilly for Superintendent Burke and Chairman Joseph J. Hurley and Francis C. Gray advocating the appointment of Assistant Superintendent Arthur L. Gould. When the roll was called by the secretary, Superintendent Burke won his reappointment by a three to two vote. It was made unanimous when Committeeman Francis C. Gray made a motion to this effect, which was seconded by Chairman Hurley. Mrs. Pigeon, just before this, had cast the deciding vote for Superintendent Burke.

Burke Thanks His Supporters

Superintendent Burke was jubilant when informed of his reappointment a few minutes later by members of the press. He issued a short statement of

thanks for the support of his friends. Members of the Board of Apportionment rushed up to congratulate him, while two young women clerks in his office burst into tears. Among those to congratulate him was Assistant Superintendent Arthur L. Gould, who termed himself to Superintendent Burke "an unwilling candidate for your office." Friends of Superintendent Burke hastily planned an impromptu celebration dinner.

Assistant Superintendent Michael J. Downey, following the reappointment of Superintendent Burke, was re-elected for another six-year term as one of the assistant superintendents. This was unanimous on the part of the committee.

To Erect New Buildings

By appropriations passed last night by the school committee, totaling \$900,000, new buildings will be erected at once replacing many portable schools, eliminating the necessity of providing additional portables and ensuring to a large number of school children the type of housing to which the school committee declares they are rightly entitled. The programme calls for the completion of a high school now under construction, a proposed intermediate school in the present high school building, additions to two elementary schools and the equipment and opening of a new 40-room intermediate school.

A statement of the school committee, in part, was as follows:

"Under existing law the Boston school committee is authorized to appropriate this year for school house construction approximately \$1,300,000. At the earnest solicitation of the Board of Commissioners of School Buildings the school committee has determined to appropriate this evening approximately \$900,000 of the amount authorized.

Brighton Schools Profit

"The school committee appreciates that further delay would embarrass the department of school buildings which has for some time been prepared to begin its 1930 building programme, and might lead to legal and financial difficulties for the city. But the committee is most seriously concerned with the inconvenience and probable hardships that would result to many school children for whom new accommodations have been planned for next September."

The appropriation of \$900,000 calls for the expenditure of \$75,000 to purchase equipment for the 36-class room at Brighton High School, \$95,000 to finish grading in front of this high school, \$131,000 for the construction of a six-class room addition to the Harriet A. Baldwin School in Brighton. The School Building Commissioners lopped \$14,000 off the figure asked for by the committee for this \$175,000.

Claim Saving of \$64,000

A sum of \$180,000 is included for the construction of an eight-room addition to the Alexander Hamilton School in Brighton. The School Building Commissioners knocked this down from \$200,000. For the construction of a 13-class room elementary building in Roslindale, in the Charles Sumner District, \$4375 was appropriated for land.

For the construction of an annex in the Michelangelo Intermediate District in North End, \$15,000 was appropriated. For the construction of a six-class room addition to the William Bradford School in Dorchester \$104,000 was appropriated. The sum of \$75,000 was authorized for the equipment of the Solomon Lewenberg Intermediate School in Dorchester.

The Board of School Building Commissioners, who approved these figures, claimed they made a saving of \$64,000 over the original estimates of the school committee, cutting the sum asked for of \$979,750 to \$915,750.

4/2/30 4/2/30

PHYSICAL EDUCATION COMMITTEES GATHER

Governor and Mayor Speak
to Convention Tonight

Committee meetings were the only events on the program of the American Physical Education Association today, preparatory to the opening session of the 35th annual convention, which will be held this evening in the Hotel Statler.

This morning the national rules' committee for girls' basket-ball held a meeting. Up to noon no definite action on any of the rules had been taken, it being stated by the chairman that the meeting would continue until about 4 this afternoon.

For 4 o'clock this afternoon a meeting of the committee on national achievement standards was scheduled.

This evening the convention opens with addresses by Gov. Allen, Mayor Curley and Dr. Frederick W. Maroney, president of the American Physical Education Association. Carl L. Schrader, State supervisor of physical education, will preside. After the meeting there will be dancing until midnight. In the receiving line will be Miss Eleanor H. Scanlon, Miss Mabel Lea, Dr. Jesse Williams and Carl Schrader.

TWO REAPPOINTMENTS MADE BY MAYOR

Edward T. Kelly yesterday was re-appointed principal assessor and Mrs. Colin W. McDonald was re-appointed election commissioner by Mayor Curley.

Post 4/2/30

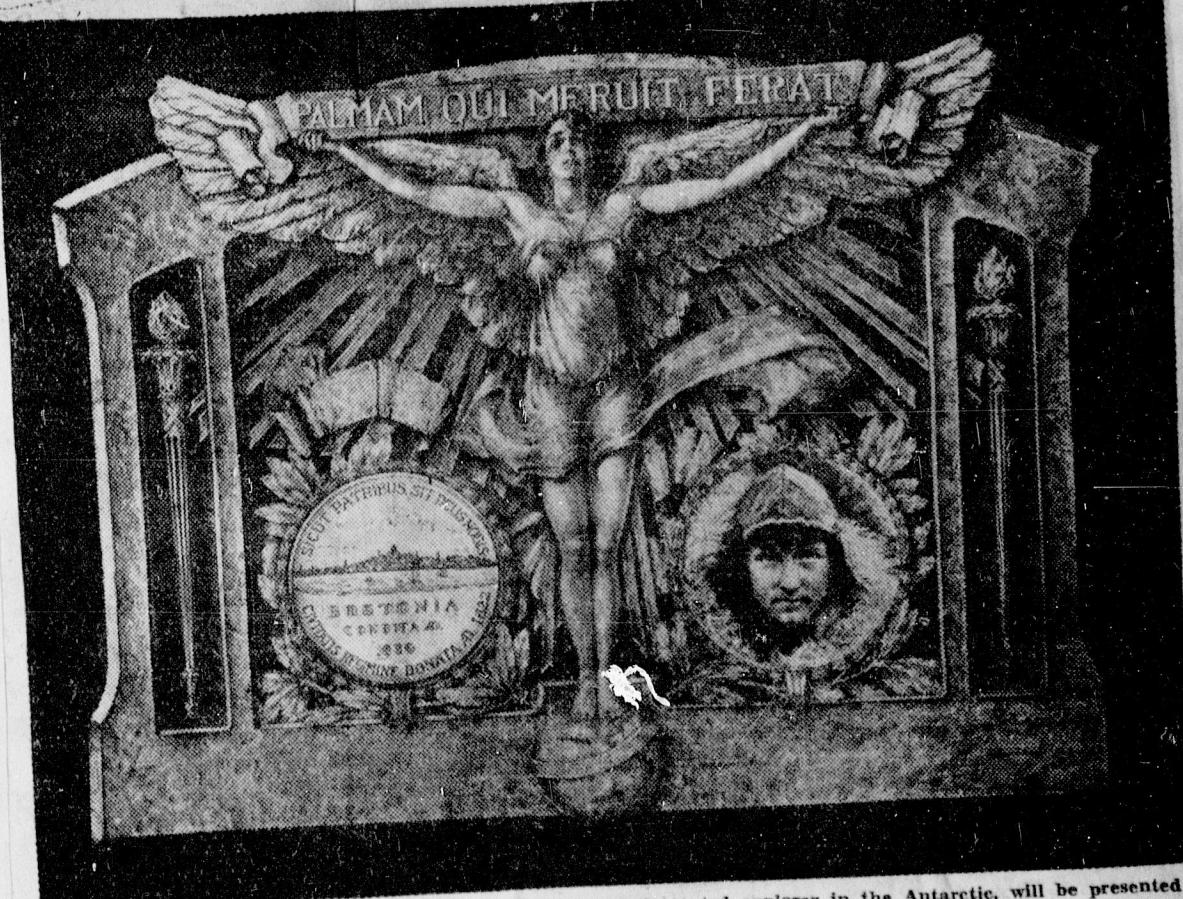
START CLEANUP OF CITY'S BATHHOUSES

In preparation for the municipal bathing season, which will start on June 15, provided that an earlier hot spell does not cause Mayor Curley to order the city bath houses and beaches opened sooner, a corps of park department workers yesterday started to paint up and clean up for the millions who will take a dip at the public pools during the centenary year.

At the dozen public bath houses 85 men went to work with soap and water to clean the buildings from top to bottom before the painters arrived with the brushes, and the carpenters began to repair the damage left by winter storms.

HERALD 4/2/30

BOSTON'S GIFT TO REAR ADMIRAL BYRD



The solid gold medallion, emblematic of the achievements of the noted explorer in the Antarctic, will be presented to him June 16 by Mayor Curley. The Latin inscription is: "Let him bear the palm who deserves it."

Boston to Give Byrd Gold Medal At Huge Reception Here in June

A solid gold medallion, rectangular in shape and measuring three by four inches, will be the gift of the city of Boston to Rear Admiral Richard E. Byrd when he will be the guest of the city June 16 or 17.

Until it is definitely known when Admiral Byrd will be able to reach Boston, only tentative plans for the celebration will be made. It is possible that he will not arrive until June 17 and in that event the reception to him will be merged with the unusually elaborate observance of Bunker Hill day in Charlestown.

Mayor Curley is assuming that Byrd will reach Boston June 16 and preliminary plans provide for a celebration which will reach its climax in the Charlestown armory in the evening where the official presentation of the medallion will be made by Mayor Curley.

In addition to Rear Admiral Byrd and Mrs. Byrd, who lives at 9 Brimmer street, Mayor Curley is planning upon entertaining the explorer's mother, Mrs. Elizabeth B. Byrd of Winchester, Va., and his brother, Ex-Gov. Harry Flood

Byrd of Virginia.

If the reception is held June 16, Byrd, who is expected to fly from New York, will be formally greeted at the East Boston airport. Following the ceremonies there, he will be escorted

through Chelsea and Charlestown to the Common and will be the guest at a public reception at the Parkman bandstand or at a special stand on the slope in front of the Soldiers monument.

Should Byrd's arrival be delayed until June 17, it is the intention to change the plans so that he will be the outstanding participant in the parade at Charlestown. Mayor Curley assured Byrd in a cablegram, some time ago, that Boston would give him the greatest reception ever accorded any man

and he intends to make good his promise.

A Byrd reception committee, of which W. Irving Bullard is chairman and Theodore G. Holcombe, secretary, will co-operate with Mayor Curley in arranging the program.

WHERE THE MONEY GOES

The budget submitted by Mayor Curley to the City Council invites consideration of the increasing costs of city government. In any thriving city increases are to be expected, and, in one way, may be accepted as an index of prosperity. The question for consideration is whether the increases are excessive or reasonable, whether the taxpayers are obtaining value received for their investments in the municipality as a going, a growing concern.

Exact comparisons between departments are almost impossible on account of changes in the organization, emergency appropriations and other non-recurrent factors. A comparison of appropriations shows the trend, however, and all in all is a satisfactory basis, although all the money appropriated in a year may not have been in all cases expended in that year. Once adopted the appropriations determine what the tax rate is to be.

The Boston figures before us cover a period of sixteen years, from 1913 to 1929. Always it must be borne in mind that a dollar meant one thing in the pre-war times and means quite a different thing now. For the Police Department, the appropriations in 1913 amounted to \$2,500,000, in 1920 \$3,704,000, in 1927 \$5,550,000, and last year \$5,922,000. In the budget now submitted this appropriation is \$6,142,000.

For the Department of Public Welfare the appropriation in 1913 was the small sum of \$180,000. It was almost a million in 1920, almost two millions in 1927, nearly two and a half in 1929; and the new budget calls for \$2,755,000. Here is the story of the Park Department: in 1914 the appropriation was \$615,000, in 1917 more than a million, and in 1926 it climbed well toward two millions. The next year there was a small recession in spite of the fact that 1927 was a 13-month year and 1928 a fiscal year of eleven months. Last year the appropriation aggregate was \$1,939,000. For this year there is asked \$1,817,755, which may be compared with \$1,299,775 for 1920.

Continuing: the appropriation for the Public Works Department in 1913 was \$4,727,000, in 1917 it climbed over the five-million mark, and in the long year 1920 it went above eight millions. In the long year of 1926 the total was more than nine millions, and in 1929 it lacked only \$33,000 of \$9,000,000. Precise figures for this year are not available because the General Court has not yet taken final action on the Mayor's petition to borrow \$10,000,000 outside the debt limit for the repair of streets, and therefore the present approximation of \$8,000,000 included for that purpose only \$250,000.

For the Fire Department the total appropriations in 1914 in round numbers were \$2,000,000, in 1920 over \$3,000,000, in the thirteen months of 1926 over \$4,000,000, and last year more exactly the sum was \$4,605,611. For 1930 there is asked \$4,679,000. For the Hospital Department the appropriations have gone up from \$597,000 in 1913 and a little more than a million in 1920 to \$2,981,000 last year, and a recommendation of \$2,904,000 for 1930. In the charge for the State tax, there are bound to be wide fluctuations. The amount was nearly \$4,000,000 in 1913, and it leaped to more than \$8,000,000 in 1919, but that included \$3,000,000 for the Elevated. In 1920 it was over \$6,000,000. Last year it was down to \$4,215,000. We shall not know for some months yet what it will be for this year, but a reduction is looked for, as the Governor in his message called for a reduction in the total State tax.

The Schools are a very heavy charge. In 1913 the appropriations for maintenance and new buildings were \$5,854,000; in 1920, \$12,527,000, last year \$19,645,000. The budget for 1930 is not yet passed. The presumption is that it will be about \$500,000 higher. The budget of 1929 included, by the way, under maintenance administration, \$1,737,000 for alterations, repairs, furnishings and fixtures which were out of the control of the School Committee.

It is very easy to go astray in dealing with these school expenditures. But one or two points of special interest may be mentioned. The big increases in some of the departments are largely a matter of personnel, that is, there are more persons on the payrolls and the salaries are greater. Thus, in 1916, the largest single group of teachers, those of the Elementary grades, had minimum salaries of \$600 and maximum salaries of \$1176; those salaries now are respectively \$1248 and \$2304. It is a matter of expert calculation that between 1916 and 1929 the expenditures on maintenance in the various city departments, exclusive of the schools, went up 120 per cent. The corresponding increase for the schools was 169 per cent.

And now the grand totals, making no account in detail of the departments not mentioned above. The total for 1913 was \$31,108,705, for 1920, \$50,633,194, for 1924, \$56,645,411, and last year \$71,171,986. We do not know yet what it may be this year, but we should bear in mind that last year the city began with about \$2,750,000 free cash in the treasury, and this year there was only \$750,000 at hand.

STANDING IN BUSES

For several years the Boston City Council has forbidden the Elevated to permit passengers to ride standing in buses. This restriction is much more rigid than that ordered by the State Department of Public Utilities which prevails in most Massachusetts communities, including all the cities and towns, except Boston and Cambridge, in which the Elevated operates. The state regulation allows a standing load of not more than 25 per cent. of a bus's seating capacity, a proportion that was fixed with careful consideration for both public safety and a fair return in earnings to the bus operator. The rule was established in 1926 and nothing has occurred in the subsequent four years to show that the department's decision was unwise.

The Elevated has now asked the City Council to liberalize its ordinance so that it will be consistent with the general practice. The petition is based not only on the opinion of transportation experts but on the actual desires of the bus-riding public. Although the Elevated has sincerely endeavored to live up to the requirements of the ordinance, patrons naturally insist on boarding buses when they see plenty of standing room and expect to ride only a few blocks. The old protest, which greeted the introduction of one-man trolleys, has again been raised that a repeal of the ordinance would endanger passengers' lives. There is no evidence that bus riders in communities where the state regulation is observed have been exposed to serious perils.

The City Council should bear in mind that deficits eventually come out of the public treasury. The Council will not offend the people of Boston by granting the petition.

HERALD 4/2/30

BURKE PLEASED AT RE-ELECTION

MORE CASH FOR SCHOOLS URGED

Declares He Will Give His
Best as Superintendent
of Boston Schools

Committee Would Increase
Building Program
by \$3,800,000

Pleased at the confidence shown in him by his re-election as superintendent of schools, Dr. Jeremiah E. Burke declared that he will continue in the future as he has in the past "to give my best efforts to the welfare of the 120,000 children entrusted to our care, and to the system as a whole."

He thanked the teacher's organizations, and the great number of teachers who expressed their loyalty and support. Also to "my legion of friends throughout the city who have given repeated assurances of their confidence in me."

Dr. Burke was re-elected by a vote of 3 to 2. It was hailed as a distinct victory for Mayor Curley, who recently entered the controversy over school expenditures and rebuked those who sought to oust Burke. The mayor and Mrs. Pigeon, the latter casting the deciding vote for Burke, have been political friends for years. It is believed the mayor used his influence to carry the day for his friend, the superintendent.

After the election the school committee announced the receipt of a letter from the school buildings commissioners which said that Louis K. Rourke, superintendent of construction, had restudied a budget and appropriation order submitted by the committee and found that \$64,000 could be saved taxpayers.

The school committee for this building program appropriated \$915,750. The original sum desired was \$979,750.

Another school building program calling for \$3,800,000 to add to funds now available, was presented to the legislative committee on municipal finance by the Boston school committee, today.

The program covers one year and the sum requested would make a total of approximately \$5,000,000. It takes the place of the original 3-year program which called for \$15,000,000.

Chairman Joseph J. Hurley of the school committee agreed with the suggestion of Senator Frank W. Osborne of Lynn, chairman of the legislative committee, that the Boston finance commission should inspect the program before the legislators go into it. Hurley said that the program would aid high, intermediate and elementary schools and would eliminate further use of portable buildings and rooms unfit for classes.

CR 2013 4/3/30
\$5,000,000 SOUGHT
TO HOUSE PUPILS

School Committee Offers
Substitute Program

New Roxbury Girls' High, With 50
Rooms, Among Buildings Proposed

In place of a \$15,000,000 three-year program for schoolhouse construction which met the opposition of Chairman Frank A. Goodwin of the Boston Finance Commission the Boston School Committee appeared yesterday before the Legislative Committee on Municipal Finance with a bill for a one-year \$5,000,000 program, the money to be borrowed outside the debt limit. Plans for spending \$3,860,000 were submitted. Senator Frank W. Osborne of Lynn, Senate chairman of the Municipal Finance Committee, suggested that the Finance Commission be allowed to inspect the plan. Chairman Joseph J. Hurley of the Boston School Committee agreed.

ELIMINATE PORTABLE SCHOOLS

The Municipal Finance Committee was told that if the building program is put through additional high, intermediate and elementary school facilities will be provided to such an extent as to remove the necessity of adding further portable schools and also eliminate many rooms which are not suitable for school purposes.

The School Committee presented a statement showing the balances for general school purposes have fallen from \$620,525 in 1926 to \$279,165 in 1929. At present \$6.97 per \$1000 of the city's valuation is allowed for general school purposes and the committee wants an additional 30 cents. The Legislators were told that the School Committee figured so close in the computation of the 30 cents that of it only seven cents is allowed for normal expansion and the graduated increase in teachers' salaries.

GLOBE 4/3/30

PORT AUTHORITY ASKS TO BE FREED OF CIVIL SERVICE

At a hearing yesterday before the Legislative Committee on Civil Service members of the Board of Boston Port Authority urged that the board be given power to select its employees from persons other than those on the civil service lists.

Charles E. Ware Jr., a member of the board, declared that if the work of his organization is to be successful it is necessary that it secure the services of experts employed by similar boards in other cities. He pointed out that such power has been given the recently created Metropolitan Transit district.

Louis E. Kirstein, also a member, referred to the necessity of having a personnel that could function properly at all times. He said the Legislature could not expect the board members to continue devoting a great deal of time and energy to the problems before them if they are to be handicapped by a staff which is not as efficient as might be secured.

Others favoring the bill were Richard Parkhurst, secretary of the board, and Senator Henry Parkman of Boston.

The bill was opposed by Arthur Brooks, representing the Civil Service Association. He contended that its passage would create a precedent and other commissions would ask the same power.

EXEMPTION PLEA BY PORT BOARD

Asserts Civil Service Re-
quirements Handicap
Its Work

If the Boston board of port authority is to be successful it must obtain the services of experts and should not be hindered by civil service regulations.

Charles E. Ware, Jr., said this today to the legislative committee on civil service. He and other members of the board appeared before the committee to favor a bill to give the board exemption from the civil service law in making its appointments.

They pointed out that the recently created metropolitan transit district has the authority.

Louis E. Kirstein, Richard Parkhurst and Senator Henry Parkman, Jr., favored the bill. Arthur Brooks, representing the Massachusetts Civil Service Association, opposed it on the ground that it would create a bad precedent.

THE IMPROVEMENTS PROPOSED

Schoolhouse improvements which would be made if the \$3,860,000 appropriation is allowed follow:

Martin School District, Roxbury: Construction of a 50-classroom high school building for girls.

Agassiz-Bowditch District, Jamaica Plain: Construction of a 40-classroom intermediate school building.

Bennett District, Brighton: Grade addition to yard of Alexander Hamilton School.

Charles Sumner District, Roslindale: Plans and construction of a 13-room elementary school building on Poplar st.

Chapman District, East Boston: Land, plans and construction of the 13-room elementary building.

Elliot Greenwood District, Hyde Park: Construction of a 13-room unit of elementary building.

Francis Parkman District, Forest Hills: Plans and construction of eight-room addition to Edwin P. Seaver building.

Gilbert Stuart District, Dorchester: Construction of a 13-room unit of elementary school building.

Henry Grew District, Hyde Park: Construction of a nine-room addition to William Ellery Channing Elementary School.

Henry L. Higginson District, Roxbury: Plans and construction of 13-room elementary school building with basement auditorium.

Lawrence District, South Boston: Land and plans for 16-room elementary school building with basement auditorium.

Longfellow District, Roslindale: Land and plans for 13-room elementary building.

Robert Gould Shaw District, West Roxbury: Plans and construction of four-classroom addition to Beethoven School.

Ulysses S. Grant District, East Boston: Construction of eight-room special class building.

Warren-Bunker Hill District, Charlestown: Construction of a 30-room intermediate school building.

RECORD 4/2/30

Sinister Spot

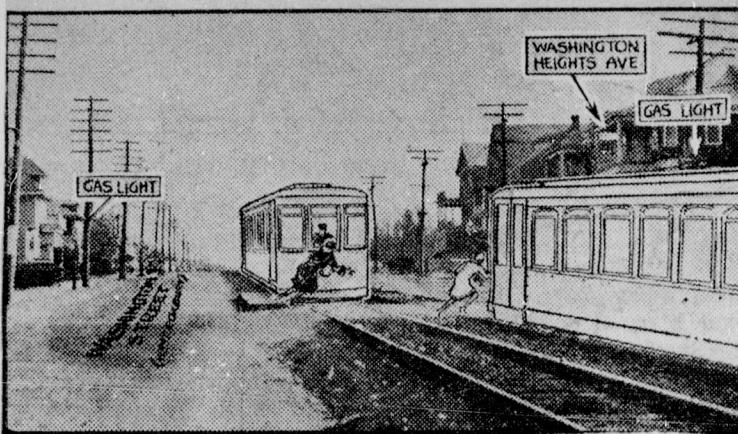


Photo-diagram of the killing of Mrs. Lillian Emin, bride, at "Death Crossing," West Roxbury. In effort to catch an inbound surface car she was struck by an out-bound car. Residents have long protested that street lighting there was insufficient. Mayor Curley yesterday ordered adequate electric lighting installed along the boulevard.

The fifth fatal accident within three years at Washington st. and Washington Heights ave., in the Germantown section of West Roxbury, now lends its added emphasis to the local title, "Death Crossing."

The latest victim was Mrs. Lillian Emin, 23, a bride. According to accounts of the tragedy Mrs. Emin was trying to catch an inbound one-man surface car. Her sister crossed both tracks ahead of her safely. But Mrs. Emin was struck by an out-bound one-man surface car and was crushed to death.

A year ago the Germantown Citizens' Association appealed to former Mayor Nichols for better lighting at this crossing.

Soon after the death of Mrs. Emin the protest of the Germantown Citizens' Association was renewed with immediate action yesterday by Mayor Curley. He ordered high-power electric lights installed along the boulevard, making it practically a "White Way."

Action is on foot, as well, to obtain two traffic signal lights for this "Death Crossing." With these improvements it is hoped the sinister title will cease to apply.

RECORD 4/3/30

Dr. Burke Wins

DR. JEREMIAH E. BURKE has been re-elected superintendent of Boston schools.

That is as it should be.

A few weeks ago there were hints that Dr. Burke would not be chosen again to head our school system. The Boston Traveler believed that any such move was ill-advised. We know Dr. Burke. We know his personal and public history. We expressed faith in Dr. Burke and confidence in his ability. We strongly advocated his re-election.

We find now that the majority of the members of the school committee think as we do. They have renamed Dr. Burke for a six-year term.

That problem has been settled. Now let everybody buckle down and work together for the future of Boston, which is in their hands.

White Way at Death Corner Curley Order

Roused to action by the fifth fatality in three years at "death crossing" in Germantown, May-



MRS. LILLIAN EMIN

or Curley yesterday ordered immediately installation of a white way lighting system to extend from Stony Brook parkway to the Dedham line.

The latest victim was Mrs. Lillian Emin, 23, and a recent bride who lost her life under the wheels of an Elevated surface car. Citizens of this section have been complaining for years that inadequate lighting of this part of Washington st. has played the chief part in these fatalities.

Not only did the mayor order a change from the old gas lights to white way lighting but directed that a study be made of a traffic lighting system at Grove st. and Lagrange st. at Washington st.

Present at the conference in addition to the mayor were City Councillor Joseph P. Cox, Arthur L. Stenak, president of the Germantown citizens association and Public Works Commissioner Rourke.

George 4/2/30

SUPT OF SCHOOLS BURKE REELECTED

Committee Is Unanimous
After 3-to-2 Vote

Saving of \$64,000 in Schoolhouse
Budget by Commission

Dr Jeremiah E. Burke was unanimously reelected superintendent of schools at a special meeting of the School Committee last evening. After a lengthy conference, at which both the selection of a superintendent of schools and plans to care for the building program during the coming year were discussed, the board held the open meeting.

Chairman Joseph J. Hurley took up the matter of the election of a superintendent first, stating that under the rules a superintendent was elected in April, 1906, to serve for six years, beginning Sept 1, after the election, and that a superintendent be elected every six years thereafter, therefore one would be elected by a rollcall vote.

Two ballots were taken. In the first William A. Reilly, Mrs Elizabeth W. Pigeon and Dr Joseph V. Lyons voted for Dr Burke, Joseph J. Hurley and Francis C. Gray for Arthur L. Gould. When Dr Burke was declared elected Mr Gray and Mr Hurley asked to change their votes to make the election unanimous.

One Young Woman Cries

Immediately after the committee adjourned Dr Burke was congratulated by all the members, by Miss Ellen M. Cronin, secretary of the board, and by the young women in the offices. One young woman of the clerical staff cried with joy.

While the meeting was in session another anxious group waited in the lower hall—the members of the board of apportionment, the assistant superintendents. When the committee left the hall William B. Snow, as spokesman for the other superintendents, asked the result of the group of reporters. Learning that Dr Burke was elected, he expressed great satisfaction, and when he passed the word to his co-workers the staff of superintendent's went to the upper floor and warmly congratulated their chief.

Arthur L. Gould pressed forward and as he grasped Dr Burke's hand, saying how happy he was, Dr Burke laughingly retorted, "And that from my rival," to which Mr Gould replied, "Your unwilling rival, doctor." Both groups adjourned to the Parker House, where the appointment was celebrated with an informal dinner party.

Asst Supt Michael J. Downey was unanimously reelected for a six-year term.

Saving of \$64,000

The board appropriated approximately \$900,000 to carry on the immediate work of schoolhouse construction, to care for the children in portable houses and to complete and furnish additional school buildings.

The action taken by the Commissioners on School Building, on the proposed budget of the School Committee, resulted in a saving of about \$64,000.

A communication from Richard J. Lane, chairman of the Board of Commissioners on School House Building, stated that an appropriation of \$175,000 for a six-room addition to the Harriet A. Baldwin School, Bennett District, Brighton, had been restudied by Supt of Construction Louis K. Rourke, was reported that this amount could be considerably reduced. The board believes \$131,000 more reasonable.

An eight-room addition to the Alexander Hamilton School, Brighton, to cost \$200,000, was also restudied by Mr Rourke and a reduction of \$20,000 recommended by the board.

Dr Burke's Statement

When asked for a statement on his relection, Dr Burke said: "Of course, I am pleased at this vote of confidence. I shall continue in the future as in the past, to give my best efforts to the welfare of the 120,000 children entrusted to my care and to the system as a whole.

"I would like to take this opportunity to thank the teachers' organizations and the innumerable number who have expressed their loyalty and their support during the past few days, and to my legion of friends throughout the city who have given repeated assurances of their confidence in me."

AMERICAN 4/2/30

MAYOR DOUBTS PROPOSAL FOR NEW JAIL

Suggests a New Exchange of
North Grove St. Properties
With Hospital Trustees

Mayor Curley today, in reply to reports that the Massachusetts General Hospital was eager to acquire the entire Charles st. jail site, said he did not think the hospital trustees would be willing to spend approximately \$1,000,000, the cost of a new jail at another location.

The new traffic circle at Cambridge and Charles st. will take the padded cell building of the jail, and the city planned to build a new one on the site of the city stables, Fruit and North Grove sts.

The mayor said today the best solution to give the jail ample quarters and also satisfy the hospital trustees, who have certain aims for extensions, would be to let the hospital have all city property fronting on North Grove st.

The city then could build a new padded cell jail building on a narrow strip in the rear of the North Grove st. lots.

This would wipe out the city stables, public yards, and fire station on North Grove st., which the hospital would be expected to provide for elsewhere, while the city would provide a new morgue.

The entire project is linked with the \$1,000,000 Charles st. widening.

AMERICAN 4/2/30

CITY WILL GIVE BYRD MEDAL

When Rear Admiral Richard M. Byrd arrives home from his Antarctic expedition in June, the City of Boston will present him with a gold medallion, three by four inches in size, artistically designed with his portrait, the seal of Boston and a winged goddess of the air perched as the conqueror of the globe, according to tentative plans revealed by Mayor Curley.

The medallion, in a morocco-bound, plush-lined case, will be presented to the aerial explorer by the Mayor at reception exercises which will be held on the Common, either at the Parkman bandstand or on a special grandstand to be built on the slope of Monument Hill for the celebration.

While the date of Admiral Byrd's arrival has not been definitely settled, plans have been made to hold the reception either on June 16 or 17, in connection with the Bunker Hill Day celebration.

War Vets Get Work on City Projects

Twenty-six World War veterans who were receiving a total of \$940 a month from the municipal soldiers' relief fund, have been given jobs as laborers in the public works department by Mayor Curley.

The mayor stated that the city will not only save this money in the soldiers' relief department during the next three months, but that the men will be given an opportunity of earning \$30 a week. He declared that they preferred to work, but had been forced to appeal to the fund only after they had gone long without being able to find employment.

ORAL VOTE BREAKS LONG DEADLOCK OF BOARD

Downey Renamed Assistant;
\$900,000 Appropriations for
Buildings Voted

Supt. Jeremiah E. Burke was re-elected as head of the public school system at a special meeting of the school committee last night. At the same time an appropriation of more than \$900,000 for school construction and equipment was authorized.

Burke's election followed a three-hour secret session. This conference resulted in a deadlock which was broken at the public session only after an oral vote.

Mrs. Elizabeth W. Pigeon, William A. Reilly and Dr. Joseph V. Lyons voted in favor of Burke, while Francis C. Gray and Chairman Hurley voted for Arthur L. Gould, of the Board of Apportionment. Burke was declared elected under the majority vote rule.

MADE UNANIMOUS

On motion of Gray, the vote to return the 63-year-old superintendent to his \$12,000 a year job was made unanimous. The term begins of September 1 and continues for six years.

An impromptu reception for Burke was held in his office by members of the Board of Apportionment and friends. Arthur L. Gould, his former opponent, extended his well wishes.

Assistant Supt. Michael J. Downey was also unanimously re-elected to another six-year term immediately after the selection of his chief.

The sum made available for school construction and equipment is \$915,750. This represents a slash of \$64,000 from the figure originally set as necessary in the tentative budget submitted to the School Buildings Commission.

APPROPRIATIONS CUT

The appropriation for a six classroom addition to the Harriet W. Baldwin school in Brighton was cut from \$175,000 to \$131,000. The sum of \$20,000 was cut from the \$200,000 estimate for an eight-room addition to the Alexander Hamilton school, also in Brighton.

Items which remained untouched include: \$115,000 for administrative expenses of the Department of School Buildings; \$75,000 for complete equipment of the new high school for boys and girls in Brighton, and \$95,000 for grading.

The sum of \$4375 was appropriated for the purchase of a site for a new 13-classroom elementary school in the Charles Sumner district, Roslindale, and \$15,000 will be devoted to equipping the annex of the Michelangelo school in the North End.

ASK FREE REIN TO INSURE SUCCESS

Lone Objector Cites Danger of
Creating Precedent by Shift-
ing Appointment Control

Allowing the Boston port authority the privilege of selecting its employes free from civil service interference was urged by members of that body at a hearing today before the legislative committee on civil service.

If the work of the organization is to be successful, Charles E. Ware, Jr., told the committee, it is absolutely necessary to secure the services of experts capable of competing with those of similar boards in other cities of the country. The local port authority, he declared, should not be hindered in its appointments by being forced to take men from civil service eligible lists. The metropolitan transit district he added, has been allowed freedom in this respect.

Louis E. Kirstein, another member of the board, drew the committee's attention to the fact that he and members have many other interests and for this reason it is imperative that the employees should be of high caliber enough to function properly at all times. He said it would be unreasonable to expect the port authority members to continue devoting a great deal of their time and energy to port problems if they are to be handicapped by a staff not as efficient as could be secured.

Richard Parkhurst, secretary of the board, said Senator Henry Parkman, Jr., favored the change.

The single objector was Arthur Brooks of the Massachusetts Civil Service Association. He said that if the request was granted it would create a precedent for other commissions to base similar action on.

Bill to Apportion Gas Tax Blocked

Two petitions asking for the apportioning of a per centage of the gasoline tax to cities and towns for road construction have been given an unfavorable report by the Senate committee on ways and means.

One was filed by Mayor Curley and the other by Mayor Harold D. Bent of Brockton.

TRAVELER 4/2/30

7371 TREATED BY WHITE FUND

Dental Unit Work Is Wide-
ly Praised by Mayor
Curley

Mayor Curley made known today that 7371 persons received dental treatment during March at the seven George Robert White health units in the city. The number represents an increase of 110 per cent. over the record of 1929, and, in the opinion of the mayor, "conveys, in some measure, the story of the service now possible through co-operation of health and dental agencies in the city."

The interest of Mayor Curley in the service which is rendered by the White health units is so keen that no one keeps in closer touch with the accomplishments. He declared that it was his belief that Boston is the only large city in the country which provides dental treatment on such a scale as is made possible by the close co-operation of the Forsythe Dental Infirmary and the health department.

In conference with Director Percy R. Howe of the infirmary, Dr. Charles F. Willinsky, director of health units and Dr. William H. Griffin, director of dental clinics of the health units, the mayor learned that the number of applicants for treatment during the past three months has been far in excess of any three months' period since the establishment of the Forsythe infirmary.

The number of patients at the seven White units during March was: West End, 1020; North End, 1106; South End, 875; East Boston, 1039; South Boston, 1223; Roxbury, 956 and Charlestown, 1152.

The dentists whose service are available at the White unit clinics are detailed by the Forsythe Infirmary and the mayor's comment upon this plan of co-operation was "that it is a character of service that is unique in the matter of municipal function in American cities in that it brings the dentist to the congested centres of the city where opportunity is offered for contact without inconvenience between the dentist and the patient."

TRANSCRIPT 4/2/30

School Building Program of Year Now Requested

Boston Committee Seeks Legislative Right for Appropriation of \$3,860,000

The Boston School Committee today presented to the legislative Committee on Municipal Finance a request for legislation authorizing a school building program for one year which, excluding other requests for appropriation for the same purpose, would amount to \$3,860,000. If the legislation is enacted the school committee will have available for construction purposes approximately \$5,000,000, the difference being represented by the other request mentioned.

Senator Frank W. Osborne, chairman of the Municipal Finance Committee, suggested that before the new proposal is considered by his committee it be turned over to the Poston Finance Commission for its inspection, inasmuch as that body would be interested in the subject. The School Committee's request is a sequel to indications that the legislative committee would abandon consideration of the bill providing for a \$15,000,000 three-year building program.

Chairman Joseph J. Hurley of the school committee agreed to the suggestion, although he qualified his endorsement by remarking that the request made by the committee to a degree relates to educational questions, such as the necessity for the construction of given buildings, but, he added, matters relating to construction costs certainly come within the scope of the Finance Commission's duties.

The municipal finance committee was told that if the building program is put through, addition high, intermediate and elementary school facilities will be provided to such an extent as to remove the necessity of adding further portable schools and as well eliminate many rooms which are not suitable for school purposes.

The school committee presented a statement showing that the balances for general school purposes has fallen from \$620,525 in 1926 to \$279,165 in 1929. At present \$6.97 per \$1000 of the city's valuation is allowed for general school purposes and the committee wants an additional thirty cents. The legislators were told that the school committee figured so close in the computation of the thirty cents that of it only seven cents is allowed for normal expansion and the graduated increase in teachers' salaries.

Mayor Will Lay Fire House Cornerstone

The cornerstone of the new West End Fire Station in Bowdoin square will be laid by Mayor Curley at 1 o'clock on Monday afternoon. No pretentious exercises are contemplated but Fire Commissioner McLaughlin will prepare a program which will take thirty minutes.

Old Ferryboat Sells for \$703

Destined to be disposed of as junk, the municipal ferryboat General Sumner, built at East Boston thirty years ago at a cost of \$80,000, today was sold at public auction to David Feinburg for \$703, about a fourth of the original upset price placed by the city. This was the second time the ferryboat was offered for sale. The previous auction, on Feb. 26, was halted when the auctioneer failed to get a bid reasonably near the \$2500 upset price. In order to facilitate the sale, the price placed for today's auction was reduced to \$700 and the few bidders present gradually raised their offers from the original bid of \$400. The sale was conducted by Edward W. oye.

The General Sumner was the last of the wooden boats in the service to and from East Boston. It has been estimated that during the thirty years' service she carried approximately 50,000,000 passengers.

By order of the City Council she is to be replaced by a modern ferry to be constructed at Quincy at cost of \$350,000. It is planned to have the new boat ready for service within a year.

TRAVELER 4/2/30

OLD FERRY IS SOLD FOR \$703

Gen. Sumner Has Carried 50,000,000 Passengers in 25 Years

The old North ferry, Gen. Sumner, went under the hammer today, and was sold for \$703. The city craft, it is estimated, has carried 50,000,000 across the harbor.

The buyer is David Fineberg of 165 Terrace street. It will be scrapped and sold for parts. The 30-year-old craft was offered at public auction at the North ferry on Border street, East Boston, by Edward W. Foye, municipal auctioneer.

LIVIER BIDDING

Today's auction, while bringing only three bids, was a bit livelier than that of several weeks ago, when there were no bidders. The first bid was \$440, and the third bid, which was accepted, \$703. A score of persons attended.

The condemned ferry was built at the Atlantic works in East Boston, and had seen service in the harbor for more than a quarter of a century.

The craft is 164 feet long with a 56-foot beam and depth of 14 feet, and has a gross tonnage of 44,992 tons. It was equipped with two fore and aft compound engines with continuous shaft and two gunboat type boilers, jet condenser, pumps, steering engine and two dynamos. The sale was made under supervision of the ferry division of the city public works department.

AMERICAN 4/2/30

CONVENT MOST BEAUTIFUL NEW BUILDING

Architects of Malden Block Are Awarded Parker Medal by Society

The convent of the Immaculate Conception parish in Malden has been adjudged the most beautiful building constructed in the Boston district during the last three years by the Boston Society of Architects. As a result the Parker medal was unanimously awarded to the convent to O'Connell & Shaw, architects, at the annual meeting of the society last night at the Boston Architectural Club.

The following buildings received honorable mention: The Boston Consolidated Gas building, Parker, Thomas & Rice, architects; the library of Boston College, Maginnis & Walsh, architects; the Beaver Country Day school, Gordon Allen, architect; the Fitch Bryant, Inc., store, Clifford Albright, architects; the Wellesley Hills branch memorial library, Ralph Hannaford and Hampton F. Shires, associate architects.

Mention was made of the Roxbury Latin school, Perry, Shaw & Hepburn, architects; the Fogg museum of art, Coolidge, Shepley, Bulfinch & Abbott, architects; the United Shoe Machinery building, Parker, Thomas & Rice, architects.

The fund for the purpose of awarding the medal was given by J. Harleston Parker, and is held by the city of Boston. The award will be made by Mayor Curley at the next meeting of the society in May.

William Stanley Parker, Boston architect was unanimously elected president of the society.

Ryan Sends Thanks of World League

Official thanks of the World League of Cities, William A. Ryan, promoter and president, today was mailed to Tokio, Japan, for shipment of 300 cherry trees enroute her for the tercentenary. The trees are Japan's gift to the city presented by the Japanese Society of Boston in charge of Mayor Curley. They will be planted Arbor Day, April 28, at the Public Garden and Jamaica Pond.

RECORD 4/3/30

Mayor Gets Few Golf Tips



Horton Smith (on right) Joplin, Mo., golf pro is shown giving Mayor Curley a few tips to improve his golf game. Smith rushed to the Hub by plane from Augusta, Ga., to participate in the golf show at the Copley-Plaza.

CURLEY FREE TO APPOINT OWN CHOICES

Approved by both Civil Service Commissioner Elliot H. Goodwin and Chairman Frank A. Goodwin of the Boston finance commission, the bill repealing the law subjecting appointment of City of Boston department heads to approval by the civil service commission, was signed yesterday by Governor Allen.

Commissioner Goodwin held that the present law interfered with the responsibility of the mayor to the voters of the city, and that it permitted the mayor to pay political debts through appointments.

Chairman Goodwin argued that it delegated power of approval to three men who were not expert in determining whether certain appointees were qualified for office.

GLOBE 4/3/30

ALLEN SIGNS BOSTON HOME RULE BILLS

Appointees Now Freed of
Civil Service Approval

Law Also for Official Thoroughfare
Plan and Express Roads

Gov Allen yesterday signed the bill which takes away from the State Civil Service Commission the authority to approve or reject appointments to office by the Mayor of Boston. It becomes effective at once. Before affixing his signature to the bill, the Governor obtained opinions from Elliot H. Goodwin, State Civil Service Commissioner, and Frank A. Goodwin, chairman of the Boston Finance Commission. Both favored the repeal of the existing law.

Elliot C. Goodwin said that the present law interferes with the responsibility of the mayor to the voters of the city and has enabled some mayors to pay political debts by appointing men with the expectation that the Commission will reject them, thus permitting him to make a new appointment and yet receive credit also for the first.

Frank A. Goodwin's objections to the present law were that it set three men, in all probability not experts, to determine whether appointees were qualified for office which might call for expert knowledge; that it has created irritation because of interference with local self-government, and does not serve the purpose intended because pending confirmation of an appointment the Mayor is authorized to designate any head of a department to run also another department during his whole administration.

The bill authorizing the city of Boston to establish and maintain an official thoroughfare plan, petitioned for by Representative William M. McMorrow of Boston, also was signed yesterday afternoon by Gov Allen. The act is permissive in character and is not effective unless accepted by the Mayor and City Council of Boston. It provides for preparation of a plan by the City Planning Board, the Board of Street Commissioners and the Board of Park Commissioners, to include a system of major traffic streets, express roads and major traffic parkways, to meet future as well as present traffic needs in so far as they can be reasonably determined. Its adoption by the Mayor and City Council is expected to do away with piecemeal developments which have proven expensive in the past.

Book Censorship Changed

The State book censorship bill was signed yesterday by Gov Allen. It allows greater latitude in determination through the expression "a book which is indecent."

Other bills signed by the Governor provide for more band concerts under the Metropolitan District Commission during the tercentenary year, and enlarge the authority of the special commission to investigate laws relative to dependent, delinquent and neglected children.

Another bill signed requires registration of foreign charitable corporations before acting in the State, these corporations to make report to the State authority.

GLOBE 4/3/30 MAYOR TO LAY FIRE HOUSE CORNER STONE ON MONDAY

The corner stone of the new fire station at Bowdoin sq will be laid by Mayor Curley at 1 o'clock next Monday afternoon. The box for the corner stone is now in the possession of Supt Williamson of the Fire Department.

Mayor Curley plans to place daily newspapers, some coins and something connected with the tercentenary in the box.

FULLER SCHOOL ADDITION CONTRACT IS AWARDED

Mayor Curley today awarded a contract approved by the Department of School Buildings for an addition to and alteration of the Margaret Fuller School in Jamaica Plain. The contract went to M. S. Spinelli, lowest bidder at \$67,200.

HERALD 4/3/30

DR. MAHONEY TO WAR ON SMOKE

Declares His Inspectors Will Put a Stop to Nuisance Here

CURLEY TO AROUSE PUBLIC SENTIMENT

By M. J. ROSENAU, Jr.

Dr. Francis X. Mahoney, commissioner of health, yesterday declared that his force of inspectors will put a stop to the smoke nuisance in Boston, whether or not the city council is empowered to pass an ordinance to enforce smoke abatement.

The statement was made following a conference called by Mayor Curley in which he turned to his department heads for a solution to the problem which confronts his determination to rid the city of the tremendous cost and annoyance which the smoke evil imposes on the city.

Balked by his inability to cope with the situation by city ordinance, the mayor asked Corporation Counsel Samuel Silverman, Dr. Mahoney and Eugene C. Hultman, building department commissioner, for some means of relieving the condition which is costing Boston nearly \$5,000,000 each year.

MAYOR CURLEY ACTS

Official action came as the result of Mr. Silverman's report that any ordinance he might draft would conflict with the state legislation and would therefore be null and void.

Ordinance or no ordinance, Mayor Curley is convinced that Boston can do much to relieve the economic loss and the possible health menace which unnecessary smoke entails, and has indicated that Mr. Silverman's advice imposes no obstacle which the present municipal administration cannot "take in stride."

Commissioner Hultman was called into conference yesterday because of his long experience as an engineer and as fuel administrator for New England. The knowledge which he has obtained in his contacts with fuel consumption in the many industrial and urban centers of the country has made him a valuable adjunct to conferences concerning the operation and maintenance of public buildings.

Mayor Curley has now completed his advisory committee on the smoke nuisance by incorporating the advice of legal counsel, Mr. Silverman; a health expert, Dr. Mahoney, and the economist, Commissioner Hultman.

The import of the mayor's instructions to his triumvirate yesterday was the bending of their efforts to determine what can be done to eliminate the smoke nuisance, not from a statutory standpoint, but with a view toward educational programs and a campaign to promote the consciousness of civic decency and mutual community welfare.

POINTS TO ST. LOUIS

Commissioner Hultman declared that

while Boston is one of the cleanest cities in the country in respect to smoke and the damage for which smoke is responsible, the annual toll of the nuisance can be materially decreased without injury to industry and with beneficial effects on every phase of human endeavor within the community.

"We have the very inspiring example of St. Louis," he said. "My knowledge of the fuel consumption of various regions leads me to believe that St. Louis has had a far greater problem in controlling smoke than Boston should have. Yet smoke abatement has been a successful project there and the city is cleaner today than is ours.

"St. Louis consumes virtually no anthracite and the soft coal which finds a market there is more volatile than that which reaches Boston, hence harder to control in respect to smoke.

"We have here a more general use of electricity, oil and hard coal, which should make our problem infinitely easier. To me, the solution seems to lie in a concerted program of education, not only for the owners and industrial interests, but for the engineer and fireman who directly operate the furnaces."

"GOING AFTER THEM"

Dr. Mahoney, at the conclusion of the conference, placed the services of his 40 sanitary experts at the disposal of the movement for smoke abatement.

"It seems to me," he said, "that if the inspectors and experts of the various municipal departments which come in contact with the situation—the fire department, public safety, health and building departments,—will bend their efforts to the problem, we can cut the 'black smoke tax' in half or better.

"As far as my department is concerned—ordinance or no ordinance—we're going after these fellows whose chimneys are smoking and put a stop to it. There are plenty of means which do not require statutory backing, to make people observe the natural laws of common decency."

Leaders of the smoke abatement movement, meanwhile, are girding their loins for what they sincerely hope is the final coup in their six years' struggle for adequate state legislation to control the nuisance.

Before the legislative committee on ways and means this morning, big business will unite with civic interests in support of the Gen. Edward L. Logan bill, petitioning the creation of a separate division of smoke inspection under the department of public utilities.

The bill is designed to remove enforcement of the present law for smoke regulation from the department of public utilities and place it in the hands of a division which will virtually amount to a commission.

Mr. Silverman has promised the city will add its weight to that of long-standing proponents of the bill, and will urge that it be reported by the committee without change.

With the passage in the Senate of the John R. Kewer bill, requiring state approval of plans and specifications for all new heating, lighting and power plants and for alterations thereto leaders of the anti-smoke movement are confident that their lengthy fight for effective legislation is nearing an end.

ASK \$5,000,000 FOR SCHOOLS

Committee Files Request With Legislature for \$3,860,000 Additional

PROPOSED BUILDING PROGRAM OUTLINED

The legislative committee on municipal finance yesterday received a request from the Boston school committee for legislation authorizing a school building program for one year requiring an appropriation of \$3,860,000 in addition to other requests already made for the same purpose.

Favorable action on the proposed legislation will give the school committee approximately \$5,000,000 for construction purposes.

BALANCES FALL

The school committee presented a statement showing that the balances for general school purposes have fallen from \$620,525 in 1926 to \$279,165 in 1929. At present \$6.97 out of every \$1000 of the city's valuation is allotted for general school purposes and the committee wants an additional 30 cents.

The school committee has figured so closely in computing its 30-cent estimate that out of it only seven cents is allowed for normal expansion and graduated increase in teachers' salaries.

Chairman Joseph J. Hurley of the school committee agreed to send his committee's request to the Boston finance commission for inspection. He said that if the program is followed, facilities will be provided to such an extent as to eliminate the need for any more portable school buildings.

Schoolhouse improvements which would be made in the event that \$3,860,000 requested appropriation is allowed follow:

Martin school district, Roxbury: construction of a 50-classroom high school building for girls.

Agassiz-Bowditch district, Jamaica Plain: construction of a 40-classroom intermediate school building.

Bennett district, Brighton: grade addition to yard of Alexander Hamilton school.

Charles Sumner district, Roslindale: plans and construction of a 13-classroom elementary school building on Poplar street.

Chapman district, East Boston: land, plans and construction of the 13-room elementary building.

Elihu Greenwood district, Hyde Park: construction of a 13-room unit of elementary building.

Francis Parkman district, Forest Hills: plans and construction of eight-room addition to Edwin P. Seaver building.

Gilbert Stuart district, Dorchester: construction of a 13-room unit of elementary school building.

Henry Green district, Hyde Park: construction of a nine-room addition to William Ellery Channing elementary school.

Henry L. Higginson district, Roxbury: plans and construction of 13-room elementary school building with basement and auditorium.

Lawrence district, South Boston: land and plans for 16-room elementary school building with basement and auditorium.

Longfellow district, Roslindale: land and plans for 13-room elementary building.

Robert Gould Shaw district, West Roxbury: plans and construction of four classroom addition to Beethoven school.

Ulysses S. Grant district, East Boston: construction of eight-room special class building.

Warren-Bunker Hill district, Charlestown: construction of a 30-room unit of 40-room intermediate school building.

Among the foregoing projects provision already has been made for appropriations to meet the expenses entailed. This, with the amount now added to the

Post 4/3/30

AWARDS FOR WIDENING OF CHARLES ST.

Owners of 14 Buildings
to Be Offered
\$655,809

Final plans were made yesterday for the tearing down of 14 buildings to make way for the widening of Charles street, between Cambridge and Leverett streets, and the construction of traffic circles at the Boston approaches to the Longfellow and Charles River Dam bridges. More than 200 residents of these buildings will have to find other lodgings.

LANDLORDS OFFERED \$655,809

It was learned that the landlords will be offered \$655,809 for their property today and that if they do not take it they will have to go to court to ask juries for more. For Mayor Curley has ordered that there shall be no more "dickering" with real estate dealers.

He has also insisted that no payments on protest, legally known as *pro tanto*, will be made, by which the owners take what the city offers with the understanding that they may go to court and ask for more. Contending that this old system permitted the property owners to use the city's money for the purpose of paying the expenses of suing the city, the Mayor has informed the Street Commission that no partial payments shall be made. The property owners, under this edict, must take the city's award or leave it, and retain counsel at their own expense.

No Assessments Levied

But as a special inducement, the property owners will not be required to pay any betterment assessments for the improvement to their remaining property resulting from the widening, as city officials have agreed that it is a traffic improvement which will benefit the entire city.

Starting this morning, the property owners will be given 60 days in which to remove their buildings. Unless they carry out the orders before the expiration of that period, the city will hire building wreckers to raze the structures and charge the bills up to the property owners.

Awards of Damages

In the award of damages which became known last night, Henry M. Williams and Elliott M. Henderson, trustees of the old Evans House property at 351 Cambridge street, at the corner of Charles, will be offered \$140,000 for 7307 square feet of land and the old hotel, now occupied by the nurses and other

tenants.

The Northern Realty Company comes next with an award of \$103,936 for 7048 square feet of land and buildings on the opposite side of Cambridge street, between Charles and West Cedar.

As beneficiaries through the will, the governors of St. Francis Xavier College at Antigonish, N. S., will be awarded \$85,000 for the six-story brick building at 335 Cambridge street and 4612 square feet of land adjoining the Evans House property.

In payment for its lawn, which will be taken for the traffic circle, the Massachusetts Charitable Eye and Ear Infirmary will be paid \$54,888 for 4574 square feet of land at the junction of Charles street and Embankment road.

Damages of \$64,000 will be given to Bessie Pillsbury and Fannie Post for 3358 square feet of land and three tenement buildings at Charles and Leverett streets, which will be cut away to build the traffic circle at the dam.

For 2350 feet of land and the buildings at 157 Charles street, opposite the Eye and Ear Infirmary, the city will give \$56,500 to Bertha E. and Helen Morton.

Old Homestead to Go

The old colonial Penfield homestead, built in 1807, at Charles and Silver place, will have to go, as the city will take 221 feet of the land and pay \$10,000 damages to Annie E. Penfield.

For the three tenement buildings and 1890 feet of land at 399 Charles street, Joseph W. Guarante will be offered \$39,500 by the city, while for 1513 feet of land and damages to the building at Leverett and Auburn streets, the city will pay \$20,500 to Joseph Stillman.

Damages of \$6000 have been allowed on the property at 327 Cambridge street, listed in the name of Joseph Goodman. Here the city will take 407 square feet of land.

Adjoining this lot the city will pay \$1000 for 133 feet of land held in the name of George B. Dawson, trustee under the will of John L. Roberts.

The lowest award of all is one for \$85 to Abraham Cohen for nine feet of his back yard at 98 West Cedar street, which will help to make the \$1,000,000 traffic artery.

Damages of \$540 will go begging because the city cannot find the owners of 455 feet of land in Gilson place, off the end of Cambridge street, which will be taken in the widening.

For the widening of Charles street itself the city will not have to pay any money because the land will be taken from the Charlesbank park, but the traffic circles which will be laid out at each end of the widening make wide roadway sweeps, taking in all the corner properties.

Acre for Traffic Circle

The traffic circle at Cambridge and Charles street at the end of Longfellow bridge will be over an acre in area and enclose five of the Cambridge tunnel uprights. This traffic circle will be 245 feet in diameter, cutting into the Charles street jail yard, while the traffic circle at the junction of Charles, Leverett and the Nashua street extension will be 194 feet in diameter.

To make up for the 5288 square feet of land and the padded cell house for drug addicts, which will be taken from the jail, the Mayor plans to give Sheriff Keilher a slice of land in back of the jail formerly used by the city sanitary service, the morgue and the fire house on North Grove street.

The Mayor yesterday scoffed at the proposal to sell the entire Charles street jail property to the Massachusetts General Hospital, pointing out that the land alone was worth more than \$1,000,000 and that the city had built a new structure at the jail only last year.

He declared that he would be pleased to sell the hospital trustees the land on North Grove street now used by the city yards, the morgue and the fire station.

The apparatus at the North Grove street station will soon be transferred to the central station at Bowdoin square, where the Mayor will lay the cornerstone of the new building at Cambridge and Bulfinch streets, Monday afternoon at 1 o'clock.

OLD FERRY IS SOLD FOR \$703

Will Be Stripped and Then Burned for Junk

Last veteran of the day of wooden ferries, the General Sumner, for many years pride of the North Ferry, passed yesterday the way of all those of its kind—to the junkman.

Not even a single bidder could be found at a previous sale who would buy the ferry for an upset price of \$2500, so a new upset price of \$700 was placed on her and yesterday she went under the hammer of City Auctioneer Edward W. Foye.

Although more than 40 men gathered around Auctioneer Foye on the deck of the 30-year-old veteran of the ferry service, only three bids were forthcoming. The first bid was \$701, just \$1 above the upset price. This offer was boosted a dollar and then a representative of David Feinberg Co. of 165 Terce street, Roxbury, bid \$703 and bought the vessel.

Feinberg stated that he would remove the old ferry from the East Boston slip in a few days and take it some place, strip it and then burn the hulk for what metal could not otherwise be taken out.

City Cannot Find Party It Wants to Pay \$5460 To

Municipal land title experts, under the direction of Corporation Counsel Samuel Silverman, delved in the old records at the Suffolk Registry of Deeds yesterday in a vain hunt for a property owner to whom the city wants to pay \$5460. The property is listed as "owner or owners unknown." It is in Gilson place, a strip of 455 square feet, which will be taken by eminent domain by the city in the construction of the \$1,000,000 widening of Charles street.

GLOBE 4/3/30

COLLEAGUES GIVE BURKE AN OVATION

Superintendent Talks to Directors, Principals
Tells Achievements in Schools During His Administration

After spending a busy morning and the early part of the afternoon answering congratulations, which came by telephone, telegraph and from persons on the street, Dr Jeremiah E. Burke, who was reelected at the meeting of the School Committee Tuesday evening, went to 15 Beacon st yesterday for his regular meeting with his colleagues—the directors and principals of the system.

He no sooner stepped into the committee room than all arose and greeted him with an enthusiastic outburst of applause. When, after several minutes, Supt Burke got up to speak, he was again greeted by applause.

Supt Burke dealt mainly with the accomplishments in Boston's educational system during his administration. He declared that these achievements, some of which he reviewed, were not the result of work by the administration alone, but were the "product of the entire system," in which the teachers, principals and directors all had a share.

Teacher Participation

"Teacher participation in Boston is not a theory. It is a practice," he said, pointing out that courses of study and lists of textbooks used in the schools are prepared by teachers.

"I am always proud to say that, whatever is done educationally in Boston, it is done cooperatively," he said.

The superintendent's address to the Boston schoolmen and women yesterday afternoon was given in an unusually serious vein and was marked by spirited oratory.

"When I came to Boston a quarter of a century ago the only eligibility required of a grade teacher was two years of training. Now a college degree is needed," he opened. "In order to teach in high school a master's degree is required." In this respect Supt Burke believes Boston is unequalled.

The Teachers' College has taken a place among the leaders in the country. The degree requirements have elevated the tone of the system. "The Boston teaching profession is now equal, if not superior, to any other profession in the city," he declared.

Turning to extension of the merit system in use in the school system, Supt Burke noted that it now is used in connection with admissions to the service and promotions. This he considered an achievement worthy of note. He explained that the appointment of teachers, after being rated, is done in an impersonal manner. He stated that he doesn't know the candidates for appointment and doesn't want to. "Patronage is gone. Glory be to God!" he said.

Character Training

"We are proud that we have a course

in character training that has received the recognition of some of the leading educators of the country. Unless we can train morally as well as educationally we must admit we are a failure.

"This character training course was made up by you—by the teachers and principals of the city—and was then simply approved by the board of superintendents and the School Committee. For this the city owes you a deep debt of gratitude."

Dr Burke spoke of the monthly character training magazine, which is written and edited by teachers and supervisors, as another good example of teacher participation.

Supt Burke told of plans for the tercentenary observance. He said that teacher participation has been arranged and a pageant outlined which calls for an expense of approximately \$5000.

He asked the principals to make plans for the observation in the schools of independent programs dealing with some historic happening, near the school perhaps, which could be linked with the main celebrations that are being planned.

The superintendent read a letter from the Mayor calling attention to the waste of water, furnished free to the School Department. He read his reply and asked the cooperation of those present in preventing waste, not only of water but of anything.

Fitzgerald, Cambridge, Talks

Supt Michael E. Fitzgerald of Cambridge spoke in the interest of the Repertory Theatre Club Fund, of which he is president. Supt Fitzgerald pointed to the educational possibilities for Greater Boston pupils and teachers through the cooperation of the educators.

Mr Fitzgerald opened his talk with the jocular remark that, both he and Supt Burke being baldheaded, "I thought that I would come here to tell about the many close shaves we have had." At the close, he said that he had waited up Tuesday evening to hear that the people of Boston "had reelected him (Supt Burke) to the position he has so ably filled." A fresh wave of applause greeted this.

Asst Supt William B. Snow of Boston spoke on the methods of rating teachers in the service, on which principals, directors and assistant superintendents are engaged. In closing, Mr Snow stated that a beautiful display of flowers filling his office shows how Dr Burke is regarded by his friends, and he recommended that those in attendance go up and see them. Many did.

Post 4/3/30

MAYOR WILL NAME CONRY TO TRAFFIC

First Act Today to Be
Filling \$7500
Position

Mayor Curley's first official act upon arriving at City Hall this morning will be the appointment of former Congressman Joseph A. Conry of Jamaica Plain to the \$7500 position of city traffic commissioner.

The Mayor announced this last night at his Jamaica Plain home where he learned from a Post reporter that Governor Allen had signed the bill repealing the law which formerly required confirmation by the State Civil Service Commission for municipal appointees.

TWICE REJECTED

Twice in the past two months, the Civil Service Commission rejected Mayor Curley's selection of former Congressman Conry to fill the vacancy by the resignation of former Traffic Commissioner William A. Fisher. The rejection caused a union of the Boston legislators in the drive organized by the Mayor against the civil service law.

Chairman Elliot H. Goodwin of the Civil Service Commission personally appeared before the legislative committee, to add his voice to the demand for repeal of the law, and it was adopted by both the House and the Senate without debate or a dissenting vote, to be finally approved by Governor Allen late yesterday at the State House. With the appointment of Conry, this will complete the Mayor's "cabinet."

Before approving the change yesterday, however, Governor Allen, just previous to affixing his signature to the measure, secured the opinion personally of Goodwin and also of Frank A. Goodwin, chairman of the Boston Finance Commission, on the merits of the legislation. Both favored the repeal, they said.

TRAVELER 4/2/30

AWARD \$67,200 SCHOOL CONTRACT

A contract for an addition to the Margaret Fuller school in Jamaica Plain and for alterations to the present building was awarded by Mayor Curley today to M. Spinelli & Sons, the lowest bidders, whose price of \$67,200 was the lowest proposal of seven bidders.

MAYOR CURLEY TO LAY CORNER-STON

The cornerstone of the new fire station in Bowdoin square will be laid by Mayor Curley at 1 o'clock Monday afternoon. No pretentious exercises are contemplated. Fire Commissioner McLaughlin, who has been delegated to make the arrangements, is expected to

HERALD 4/3/30

CLIPS WINGS OF SERVICE BOARD

Allen Signs Bill Ending Power to Veto Mayor's Appointments

CURLEY EXPECTED TO RENAME CONRY

Control of the state civil service commission over appointments of executive heads in the Boston municipal service was ended yesterday afternoon when Gov. Allen signed a bill repealing the provisions of the law subjecting the mayor's appointments to the board for approval.

Under a Senate amendment attached to the measure during its calm and peaceful journey through both branches of the Legislature, it became operative at once, giving Mayor Curley the right, if he so desires, to appoint Joseph A. Conry to the post of traffic commissioner. Conry's appointment twice has been rejected by the commission, and his appointment now is expected.

Prior to signing the measure Gov. Allen obtained favorable opinions on it from Elliot H. Goodwin, state civil service commissioner, and Frank A. Goodwin, chairman of the Boston finance commission. Both favored repeal for reasons which already have been presented by them at hearings before the legislative committee on civil service.

GOODWIN'S OPINION

The opinion submitted to the Governor by Frank A. Goodwin criticised the old law as follows:

1. It authorized three men who, in all probability, were not experts, to determine whether or not certain appointees were qualified by education, training or experience, for a specific office which might call for expert knowledge.

2. It is created a constant irritation because of interference with local self-government accentuated by the fact that the civil service commission could disapprove an appointment without giving any reasons therefor.

3. The provision for confirmation does not serve the purpose intended because, under the provisions of section 12 of chapter 486 of 1909, charter amendments, pending the confirmation of an appointment by the mayor, he is authorized to designate any head of a department, including even members of unpaid boards to run a department; and, from a practical standpoint, he could continue to do this during his whole administration, as has been done.

It must be apparent that it would be far easier to fix responsibility in a head of a department appointed by the mayor for a specific purpose than in a temporary appointee who need have no qualifications for the position at all and who is dividing his time between two departments.

USED TO PAY POLITICAL DEBTS
The civil service commissioner, in expressing his opinion, said:

The present law interferes with the responsibility of the mayor to the voters of the city and prevents them from securing a clear record of the actual operation of the administration. If an appointee, approved by the commission, misconducts himself or fails to secure results, the mayor, who alone has power to select the candidates, can share his responsibility with the commission. Again, if the commission has rejected a nominee, and a subsequent appointee, with the approval of the commission, is found wanting, the mayor may defend himself before the people on the ground that the person originally selected with a view to his fitness, he was not permitted to appoint.

Another serious objection to the law is the fact that the mayor can and has used this legislation to pay political debts through the appointment of those known not to have requisite qualifications, with the expectation that the civil service commission will reject them, thus permitting him to make a new appointment and to receive credit for the appointment of the person rejected. If the mayor is actuated solely by a desire to appoint qualified persons as heads of department, this statute necessarily results in delay and obstruction. If the mayor is not so actuated, the statute as a means of securing the selection of persons really fitted for the position is of very slight value.

HERALD 4/3/30

WITHOUT CIVIL SERVICE

The Port Authority of Boston has asked legislative permission to engage a staff of employees without recourse to the Civil Service Commission. The request seems entirely justifiable. It is not an attempt to weaken Civil Service. It is purely an effort to build up immediately a working force which will be equal in experience and efficiency to the organizations of rival ports.

The only valid argument against the request is that the granting of it would set a precedent. That is true in theory of most legislation of this kind. Actually, however, such precedents amount to little or nothing, for each succeeding petitioner must stand or fall on his merits. In view of the personnel of the Port Authority, the difficulty of its undertakings, the benefits which will accrue if the Authority carries out its plans, and the advantage which older port authorities in other cities now possess, the argument does not seem formidable.

The board is trying to increase the business of the port. To succeed, it must improve local conditions, have helpers as skilful as those of rivals, attract additional ships and find cargoes for them. It is a difficult task, as the competition for coastal and going trade has been sharp, is sharper now than formerly and will probably become even more intense. If Boston is to obtain an appreciable increase of this kind of business, the Port Authority must have a perfect working combination. The request for permission to select workers who are experienced and practical seems most reasonable.

The Port Authority consists of five men, all serving without salary.—Chairman Guy Currier, Louis E. Kirstein, Charles Elliot Ware, Jr., Joseph W. Powell and Richard Parkhurst. It is about as strong a board as there is in the Commonwealth. It needs no defence as to its motives or intentions when it asks the privilege of choosing its own agents. The Authority rendered a great service to the city recently when it quietly prevented labor troubles which would have tied up the whole waterfront. Moreover, the settlement left no scars and bad memories. It may be assumed that Governor Allen and Mayor Curley have such confidence in the ability and judgment of this board that they heartily approve of the request now made.

POST 4/3/30

\$3,860,000 FOR SCHOOLS ASKED

Covers One-Year Building Programme for Hub

A request for legislation authorizing a school building programme for one year which, excluding other requests for appropriations for the same purpose, would amount to \$3,860,000, was presented to the legislative committee on municipal finance yesterday by the Boston school committee.

During the hearing the municipal finance body was told that if the legislation be enacted, the school committee will have available for construction purposes approximately \$5,000,000, the difference, it was explained, being represented by the other request mentioned.

The municipal finance committee was told that if the building programme is put through, additional high, intermediate and elementary school facilities will be provided to such an extent as to remove the necessity of adding further portable schools and as well eliminate many rooms which are not suitable for school purposes.

The school committee presented a statement showing that the balance for general school purposes has fallen from \$620,525 in 1926 to \$279,165 in 1929. At present \$6.97 per \$1000 of the city's valuation is allowed for general school purposes and the committee wants an additional 30 cents. The legislators were told that the school committee figured so close in the computation of the 30 cents that of it only 7 cents is allowed for normal expansion and the graduated increase in teachers salaries.

POST 4/3/30

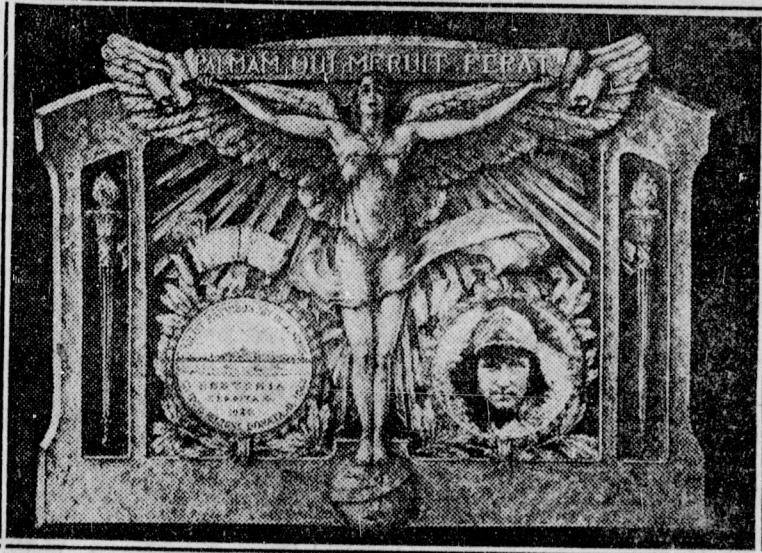
A GOOD JOB

The rejection by the Civil Service Commission of Joseph A. Conry as traffic commissioner served a very useful purpose. It waked the community and the Legislature up to the absurdity of the situation—the turning down of a high class, competent and valuable man for some shadowy reasons not made public.

The net result is the abolition of the whole system of allowing a State commission to pass on the Mayor's departmental appointments. Thus a good job is done, and the city has gained the services of the efficient Mr. Conry.

POST 4/2/30

Gold Medallion Will Be City's Gift to Byrd



BOSTON'S GIFT TO ADMIRAL BYRD

This is the design for the solid gold medallion which Mayor Curley will present to Rear-Admiral Richard E. Byrd on the latter's arrival here on June 16. In the centre is the winged goddess of the air, with the city seal at the left and Byrd's likeness at the right.

Rear Admiral Richard M. Byrd, arriving home from his Antarctic expedition on June 16, according to tentative plans announced last night by Mayor Curley, will be presented by the city with a gold medallion, three by four inches in size, artistically designed with his portrait, the seal of Boston and a winged goddess of the air perched as the conqueror of the globe.

The beautiful medallion in a morocco-bound, plush-lined case, will be pre-

sented to the aerial explorer by the Mayor at reception exercises which will be held on the Common, either at the Parkman bandstand or on a special grandstand to be built on the slope of Monument Hill for the celebration.

While the date of Admiral Byrd's arrival has not been definitely settled, plans have been made to hold the reception either on June 16 or 17, in connection with the Bunker Hill day celeb-

HERALD 4/2/30

CURLEY EFFECTS SAVING

By naming 26 men who have been drawing aid from the soldiers' relief department to temporary employment as laborers in the public works department yesterday, Mayor Curley effected a saving of \$940 per month for the next three months in the expenditures for relief.

PARKMAN ARGUES FOR TAXICAB BILL

Would Give Traffic Chief Authority to Designate Stands

Senator Henry Parkman of Boston argued before the committee on cities yesterday for his bill to transfer authority to designate cab stands from the police commissioner to the traffic commissioner and to make other changes in the taxicab situation in Boston.

His bill in the main carries out the spirit of the report of the special recess commission that studied the matter last year. It would make all stands of more than two-cab capacity "open stands" or as an alternative would embody the minority suggestion of 50 per cent. open stands, but would give hotels and railroads the right to designate the companies they desire to use the stands directly serving their patrons.

Atty. Thomas F. Quinn, representing the Town Taxi, thought the Parkman plan to transfer authority to the traffic commissioner unwise and he also opposed the Finnegan open-stand bill as eliminating the service obligations now imposed on companies having special stands. Joseph H. Boucher, former president of the Independent Taxi Operators Association, spoke for the Finnegan bill, as did George J. Nayme, treasurer of the I. T. O. A.

POST 4/2/30

26 VETERANS GIVEN CITY LABORERS' JOBS

Twenty-six World war veterans who were receiving a total of \$40 a month from the municipal soldiers' relief fund were given jobs as laborers in the public works department yesterday by Mayor Curley.

The Mayor stated that the city will not only save this money in the soldiers' relief department during the next three months, but that the men will be given an opportunity of earning \$30 a week. He declared that they preferred to work, but had been forced to appeal to the fund only after they had gone long without being able to find employment.

NO GASOLENE TAX TO CITIES

Two Bills on Subject Reported Adversely

The Senate committee on ways and means yesterday reported against two bills for distribution of part of the revenue from the gasoline tax to cities and towns. One of the bills was on petition of Mayor Curley for a distribution of 50 per cent, and the other was on petition of Mayor Bent of Brockton for distribution to cities and towns in proportion to their respective contributions to the State tax.

WOULD SHIFT TAXI STAND AUTHORITY

Transfer of authority for the designation of taxicab stands from the police commissioner to the Traffic Commission is one of the main recommendations contained in the draft of a bill presented yesterday to the legislative committee on cities by Senator Henry Parkman of the Back Bay.

Parkman's draft bears out, in the main, the minority report of the special recess commission which studied the taxicab situation in Boston during last summer. The police commissioner would still, however, have the authority in the matter of granting taxicab licenses.

LAWRENCE, MASS., SATURDAY MORNING, JUNE 15, 1935.

(28 PAGES)

N. E. RAILROADS MUST ACT

Cap. John... BRITAIN TO CREATE AIR

U.S. Freedom

TRAVELER 4/3/30

Conry Accepts \$7500 Job as Boston Traffic Head



Mayor Curley and Joseph A. Conry, the new traffic commissioner appointed today.

New Appointee Tells Mayor Curley He Will Take up Duties Next Thursday; Appointment Not Subject to Confirmation

Former Congressman Joseph A. Conry will take up his duties as traffic commissioner next Thursday.

Mayor Curley today appointed Conry to the \$7500 post, and his act was not subject to the approval of the civil service commission. Conry asked for a week in which to attend to personal business matters when informed that he could immediately take over his new duties. He intends to devote all his time to the traffic job.

APPROVAL NOT NECESSARY

Gov. Allen signed the bill repealing the law which provided for confirmation of all municipal appointments by the civil service commission. Twice in as many months the name of former Congressman Conry was rejected by the civil service commission when sent to the State House by Mayor Curley as the appointee picked to fill the place vacated by Traffic Commissioner William A. Fisher.

Action by the Legislature came following an editorial in the Traveler on Feb. 28:

BOSTON FOR BOSTONIANS
Under the Boston city charter

the majority of the voters of Boston are not aligned, but by the Boston city council, elected by the people.

We can see clearly that such a system might not please a mayor, that a council might be an even greater hindrance than the civil service commission and that the council might play politics. But if the city council acted too stubbornly, the people would have an opportunity of sending such members back to private life.

We have a particularly flagrant example in the case of the civil service rejection of Joseph A. Conry, whom Mayor Curley appointed as traffic commissioner. The same commission endorsed the appointment by Mayor Nichols of Traffic Commissioner Fisher. Without implying anything derogatory to the high character of Mr. Fisher, we wonder what qualifications Mr. Fisher possessed that Mr. Conry lacks.

MAY FINANCE HARBOR WORK

Cong. McCormack Tells Mayor Curley Federal Fund Is Expected

Hope that Congress will provide a generous appropriation for the improvement of Boston harbor was expressed to Mayor Curley today by Congressman McCormack.

Provision will be made in the rivers and harbors bill, now being re drafted, for a complete survey of the entire harbor and it is expected that an appropriation will be recommended for the removal of what is known as the middle ground from Presidents road to the Navy Yard.

Specific provision will likewise be made for a survey of the need of deepening Weymouth Fore River from Hingham Bay to Weymouth Fore River bridge.

Mayor Curley expressed gratification that Congress intends to do something more for the improvement of the harbor than to make the normal \$40,000 appropriation. The necessary improvements recommended by the Port Authority and the Maritime Association of the Chamber of Commerce and approved by the mayor involve projects which will necessitate an expenditure of \$3,000,000.

Given Thirty Days To Find Own Solution

Governors Decline to Make Comment on Conference

BOSTON, June 14 (P)—Four railroads, the Boston and Maine, the New Haven, the Pennsylvania and the New York Central, were given 30 days tonight by the governors of the New England states in which to submit a solution of the section's complex railroad problem.

The governors' decision was given to the presidents of the roads concerned at a closed, three-hour conference here today, at which four governors were present, and the governors of Vermont and New Hampshire were represented by former Governor Rolland H. Spaulding of New Hampshire.

In taking the action, the governors had before them the report of their special advisory committee, headed by Spaulding, which has been considering the problem for months.

Governor James M. Curley of Massachusetts, as spokesman for the group, declined to make the report public. It was authoritatively said to recommend, however, that the governors vigorously oppose the entrance of a trunk line into the New England territory, a recommendation the governors themselves disagreed upon.

Another recommendation said to have been made by the committee and considered by the governors and railroad presidents, was that they press before the Interstate Commerce Commission the "divorce of the Pennsylvania from its substantial interest in both the New Haven and the Boston and Maine.

Merger Discussed.

The committee, it also was reported, discussed in its report the possibility of unification of the Boston and Maine and the New Haven, a proposal described, however, as being possible only if the Pennsylvania relinquished its New England holdings, and financial rehabilitation of the New Haven was accomplished.

Other reports of the conference were that the New Hampshire and Vermont governors would seek at all costs to protect the independence of the Boston and Maine, though it might result in a factional split between the governors or their advisory committee.

"We hope to see if it is possible to reduce the overhead cost of operation, to further the cooperative use of lines and to establish such trunk lines as may be helpful to New England," Governor Curley said.

The railroad presidents at the meeting were M. W. Clement of the Pennsylvania, F. E. Williamson of the New York Central, Howard S. Palmer of the New Haven, and Edward S. French of the Boston and Maine.

AMERICAN 4/3/30

PORT OF BOSTON

By CARL MORRISON

Shipping interests, ahoy!

Boston port authority speaking, through the Boston Evening American.

There's an opportunity for all those interested in booming the port to help a good cause.

Mayor Curley recently tele-



graphed to Washington about the need of a \$3,000,000 port development program. The principal feature was a proposed dredging of the "middle ground" shoal area in the harbor.

Word has been received that this item out of the four asked by the mayor has a good chance of passing Congress in the rivers and harbors appropriation.

A concerted movement by the steamship, railway, Chamber of Commerce and general transportation people would greatly increase the probability of success for the legislation.

Richard Parkhurst, secretary of the port authority, urges that those who use the port in any way, should telegraph or write to their Congressional representatives. This show of support would, in his opinion, be of assistance.

The dredging proposition would have two outstanding benefits:

FIRST, it would allow better approach to Boston in the harbor, thus eliminating the danger of going aground in foggy weather.

SECOND, it would permit increased anchorage grounds in the inner harbor.

"I hope all the shipping interests and others will give this situation a little push," said Mr. Parkhurst today.

"Elimination of this grounding danger will be of vast importance to our harbor, and be a big aid to development."

As an indication of what the port of Boston can do, was the recent cargo of 4300 bales of Louisiana cotton consigned to mills in Fall River and New Bedford. The Commercial Bostonian brought from New Orleans and Mobile one of the largest cargoes ever to come to Boston from the South since the Moormack Gulf lines extended their service to the Hub port.

Old General Sumner turned over in his grave today.

At least that's what shipping people said, when they learned that the old ferry boat named after the general had been auctioned off for only \$703.

Built 30 years ago for \$80,000 in East Boston, the old wooden ferry has had a career which deserved better fate than a junk heap. She has carried all of 50,000,000 passengers.

The junking industry of Boston picked up an excellent bargain, for the old-timer easily should net a profit of four or five thousand dollars.

This is what \$703 brought to the junkers: 75 tons of coal, two boilers, a generating plant, pumps, dynamos two brass wheels each weighing a ton, and a quantity of copper in the frames.

For junk alone, this equipment would sell well over \$4000, harbor men say. They believe that as a house boat the old tub would bring \$2000 or more.

Why not rebuild the old tub into a pleasure craft for the Charles river? We hear much about "popularizing" the river. The General Sumner would make a romantic appeal as a floating dance hall at some strategic point near street railway and automobile connections, in the neighborhood of Massachusetts ave.

Mayor Curley's Plan for \$3,000,000 Job Has Chance in Congress

April 20—Scythia, for Galway, Cobh and Liverpool.

April 26—Nova Scotia, for Halifax.

April 27—Arabic, for Cobh and Liverpool.

April 30—Edison, for Patras, Piraeus, Jaffa and Beyrouth.

As usual

fax, St. John's and Liverpool.

April 27—Arabic, for Cobh and Liverpool.

April 30—Edison, for Patras, Piraeus, Jaffa and Beyrouth.

Steamship circles are pleased

that the Nantasket line will resume

sailings on April 19—a couple of

weeks earlier than usual. These

boats carry about 1,500,000 passengers in a season.

Property owners on the other

end of the line anxiously awaited

the news that full schedules will be

resumed, with boats bought to re-

place the four burned in the big

fire.

PLAN HARBOR TRIPS

The Massachusetts Tercentenary committee probably will give some official attention to the sights of the harbor. Shipping people feel that a fairly large boat should be engaged for a definite period this summer, to give free rides around the harbor to sightseers from inland cities.

Harbor people figure that those who can afford trips to Boston during this 300th anniversary celebration, will include many business executives who could be sold the advantages of shipping from Boston—nearer to Europe than other ports.

Mayor Curley is understood to be interested in thus booming the port.

4/3/30

Mayor Curley talked at length on fires and said that the annual cost in Boston was \$9,000,000, as well as many lives. The estimate consists of \$4,000,000 Fire Department maintenance cost, \$3,500,000 insurance cost and a loss of \$1,500,000 through inactivity of workmen. For every family of five in the city, said the Mayor, the cost is \$1 a week.

He devoted considerable of his talk to suspicious fires, declaring that all fires were not the result of carelessness and that depression in certain industries is followed by fires. Last year, he said, 17 persons were indicted for arson and 15 convicted.

"We must put the fear of God into men who are willing to burn property to collect insurance when they know they are endangering human lives," said the Mayor.

The Salvation Army was represented by Brig. N. G. Hammond, Adjutant Floyd Keller and Mrs. Keller.

NEW FIRE TRUCK OF SALVATION ARMY

4/3
Carries Doughnuts and
Coffee to Firemen

The new, shiny, coffee-and-doughnut fire truck of the Salvation Army, was dedicated in front of City Hall this morning by Mayor James M. Curley.

An old truck, with faded paint, which gave service at fires for several years was also in front of City Hall during the ceremonies. Eight years ago today Mayor Curley dedicated that old truck which has served 51 coffee and doughnuts at 480 fires.

TRAVELER 4/9/30

Mayor Curley to Hit Ball off First Tee in Opening Municipal Links Tomorrow

Initial Golf Ceremonies Scheduled for 2:30 in
Afternoon—Early Arrivals Will Find
Regular Greens in Condition for Use

By RALPH CLIFFORD

The official opening of the municipal golf course at Franklin park will take place with ceremony tomorrow afternoon at 2:30, with Mayor James M. Curley driving the first ball from the tee. He may continue and play a few holes if the weather is at all inviting, but the foursome hasn't been announced.

LONG MAY PAIR WITH MAYOR

Possibly William P. Long, chairman of the park commissioners, can be persuaded to accompany the mayor, for Commissioner Long is no neophyte on the links.

It will be the earliest opening of the course in the history of the links and what is more, the players will be allowed to use the regular greens right from the start. Usually the temporary greens have been the rule for the first month or so, but Supt. Joe Howe has had a force of men working on the putting surfaces. Aided by friendly weather conditions all winter, the greens will be found ready for use.

It is barely possible also that the mayor may say some definite word about the proposed new course at that time. He long ago declared that he was in favor of at least two more courses for the citizens of Boston, but the matter, of course, hinges on the ability to get the property for the links.

Franklin park has been all "readied" up for the biggest season ever, although that is not news. Every year breaks new records out there. Facilities for play are not extensive enough to take care of all who so desire to use the links. A few new lockers have been added in the refectory building.

Considerable surprise was registered around town among the golfing fraternity, when the news of Walter Hagen's apparently definite decision not to defend his British open title was announced. Hagen, in his numerous trips across the water, came to like the English and Scotch courses and looked upon this particular event as his special tournament. He has a host of friends and admirers over there despite the stories which were prevalent following his tardy appearance on the tee a few years ago.

TRAVELER 4/15/30

MAYOR JAMES M. CURLEY

The Boston Herald is to be congratulated upon its contribution to the awakening of America to the importance of the celebration of the 30th anniversary of the founding of Boston.

The naming of the airplane that is to convey the message after the ship which brought to America the founders, namely the Arbella, is both original and unique. It should result in that character of response which will awaken America not only to the significance of the observance but the importance of participation through a journey to Boston during this, the tercentenary year.

TRAVELER 4/10/30

MAYOR WANTS COMMISSION

Unpaid Body to Investigate Need of Walks on State Roads

Mayor Curley is the sponsor of a legislative petition providing for the appointment of an unpaid commission of three to consider the advisability of constructing sidewalks or reservations for pedestrians on state boulevards and metropolitan highways.

"In state highway construction," he said today, "no provision is made for the poor devil on foot, and I am inclined to believe that this is responsible for a large proportion of our accidents."

Specifying the Gallivan boulevard among "race track highways," the mayor asserted that provision must be made for the safety of pedestrians.

"Take that wonderful highway, formerly the Southern artery," he said. "It passes through a section where there are at present about 700 homes. Children going to the store, to school or from house to house had no sidewalk when the state got through with its work. The city has put in sidewalks, but that isn't the whole story. The highway in places cuts through what were once cliffs and banks and the city has to put in retaining walls as well as sidewalks."

CORRECTION

The preceding document has been re-photographed to assure legibility and its image appears immediately hereafter.



AMERICAN 4/3/30

PORT OF BOSTON

By CARL MORRISON

Shipping interests, ahoy!

Boston port authority speaking, through the Boston Evening American.

There's an opportunity for all those interested in booming the port to help a good cause.

Mayor Curley recently tele-



graphed to Washington about the need of a \$3,000,000 port development program. The principal feature was a proposed dredging of the "middle ground" shoal area in the harbor.

Word has been received that this item out of the four asked by the mayor has a good chance of passing Congress in the rivers and harbors appropriation.

A concerted movement by the steamship, railway, Chamber of Commerce and general transportation people would greatly increase the probability of success for the legislation.

Richard Parkhurst, secretary of the port authority, urges that those who use the port in any way, should telegraph or write to their Congressional representatives. This show of support would, in his opinion, be of assistance.

The dredging proposition would have two outstanding benefits:

FIRST, it would allow better approach to Boston in the harbor, thus eliminating the danger of going aground in foggy weather.

SECOND, it would permit increased anchorage grounds in the inner harbor.

"I hope all the shipping interests and others will give this situation a little push," said Mr. Parkhurst today.

"Elimination of this grounding danger will be of vast importance to our harbor, and be a big aid to development."

As an indication of what the port of Boston can do, was the recent cargo of 4300 bales of Louisiana cotton consigned to mills in Fall River and New Bedford. The Commercial Bostonian brought from New Orleans and Mobile one of the largest cargoes ever to come to Boston from the South since the Mooremack Gulf lines extended their service to the Hub port.

Old General Sumner turned over in his grave today.

At least that's what shipping people said, when they learned that the old ferry boat named after the general had been auctioned off for only \$703.

Built 30 years ago for \$80,000 in East Boston, the old wooden ferry has had a career which deserved better fate than a junk heap. She has carried all of 50,000,000 passengers.

The junking industry of Boston picked up an excellent bargain, for the old-timer easily should net a profit of four or five thousand dollars.

This is what \$703 brought to the junkers: 75 tons of coal, two boilers, a generating plant, pumps, dynamos two brass wheels each weighing a ton, and a quantity of copper in the frames.

For junk alone, this equipment would sell well over \$4000, harbor men say. They believe that as a house boat the old tub would bring \$2000 or more.

Why not rebuild the old tub into a pleasure craft for the Charles river? We hear much about "popularizing" the river. The General Sumner would make a romantic appeal as a floating dance hall at some strategic point near street railway and automobile connections, in the neighborhood of Massachusetts ave.

Mayor Curley's Plan for \$3,000,000 Job Has Chance in Congress

April 20—Scythia, for Galway, Cobh and Liverpool.

April 26—Nova Scotia, for Halifax.

April 27—Arabic, for Cobh and Liverpool.

April 30—Edison, for Patras, Piraeus, Jaffa and Beyrouth.



fax, St. John's and Liverpool.

April 27—Arabic, for Cobh and Liverpool.

April 30—Edison, for Patras, Piraeus, Jaffa and Beyrouth.

Steamship circles are pleased that the Nantasket line will resume sailings on April 19—a couple of weeks earlier than usual. These boats carry about 1,500,000 passengers in a season.

Property owners on the other end of the line anxiously awaited the news that full schedules will be resumed, with boats bought to replace the four burned in the big fire.

PLAN HARBOR TRIPS

The Massachusetts Tercentenary committee probably will give some official attention to the sights of the harbor. Shipping people feel that a fairly large boat should be engaged for a definite period this summer, to give free rides around the harbor to sightseers from inland cities.

Harbor people figure that those who can afford trips to Boston during this 300th anniversary celebration, will include many business executives who could be sold the advantages of shipping from Boston—nearer to Europe than other ports.

Mayor Curley is understood to be interested in thus booming the port.

NEW FIRE TRUCK OF SALVATION ARMY

4/3
Carries Doughnuts and
Coffee to Firemen

The new, shiny, coffee-and-doughnut fire truck of the Salvation Army, was dedicated in front of City Hall this morning by Mayor James M. Curley.

An old truck, with faded paint, which gave service at fires for several years was also in front of City Hall during the ceremonies. Eight years ago today Mayor Curley dedicated that old truck which has served 't coffee and doughnuts at 480 fires.

4/3/30

Mayor Curley talked at length on fires and said that the annual cost in Boston was \$9,000,000, as well as many lives. The estimate consists of \$4,000,000 Fire Department maintenance cost, \$3,500,000 insurance cost and a loss of \$1,500,000 through inactivity of workmen. For every family of five in the city, said the Mayor, the cost is \$1 a week.

He devoted considerable of his talk to suspicious fires, declaring that all fires were not the result of carelessness and that depression in certain industries is followed by fires. Last year, he said, 17 persons were indicted for arson and 15 convicted.

"We must put the fear of God into men who are willing to burn property to collect insurance when they know they are endangering human lives," said the Mayor.

The Salvation Army was represented by Brig. N. G. Hammond, Adjutant Floyd Keller and Mrs. Kellar.

GLOBE 4/3/30

CONRY RECEIVES HIS APPOINTMENT

Traffic Commissioner Will Be Sworn In Week From Today

Joseph A. Conry, former Congressman, today was tendered the appointment of Traffic Commissioner by James M. Curley. Mr Conry accepted, but requested one week in which to close up affairs pertaining to his law practice.

He was invited this morning to City Hall by Mayor Curley, who then tendered to Mr Conry the appointment.

Mayor Curley in a statement this noon said:

"Mr Conry very graciously accepted, but stated that he desired one week in which to close up certain details of his law practice, as it is his purpose as traffic commissioner to devote his entire time to the business of the city. Consequently, Mr Conry will be sworn in as Traffic Commissioner one week from today."

Mr Conry was appointed Traffic Commissioner last January, one of the first appointments made by Mayor Curley. Twice his name was submitted to the Civil Service Commission, but on both occasions the commission failed to approve.

Prior to the failure to approve by the Civil Service Commission, Mayor Curley had a bill introduced into the Legislature asking power to make his own appointments without confirmation by the Civil Service Commission. Considerable surprise was manifested when Chairman Goodwin of the Civil Service Commission not only did not object to the bill, but declared himself in favor of its passage.

When Mr Conry failed of confirmation Mayor Curley declared that if his Legislative bill was enacted that the first appointment he made would be that of Mr Conry as Traffic Commissioner. The bill became a law yesterday, and Mayor Curley this morning tendered the job to Mr Conry.

AMERICAN 4/3/30

CONRY IS NAMED TRAFFIC HEAD

Less than 24 hours after Governor Allen signed the bill taking the appointment of Boston municipal department heads out of the hands of the Civil Service Commission Mayor Curley today named former Congressman Joseph A. Conry as city traffic commissioner.

The new commissioner accepted the job, but requested a week in

TRAVELER 4/3/30

CURLEY OPENS WAR ON ARSON

Denounces Insurance Fires as He Dedicates New Sallies' Truck

"Arson is the lowest, vilest type of murder" was the declaration of Mayor Curley today after he had dedicated the new Salvation Army truck which will be used in connection with the work of the ramy, furnishing coffee and doughnuts to firemen engaged in fighting serious fires.

"Every dollar of the law department's budget" he added "will be used to obtain a conviction if anyone is ever indicted for the Pelham apartment fire on Shawmut avenue in which three lives were lost."

\$9,000,000 A YEAR

"The annual cost of fires in Boston is more than \$9,000,000, to say nothing of the cost in human lives. The fire department costs \$4,000,000, the insurance loss is \$3,500,000, and the loss in forced inactivity of workers is at least another \$1,500,000. This means that it costs this city \$1 a week for every family of five in Boston."

"Not all fires are due to carelessness. When styles change or there is a depression in industry or seasonal changes of any kind, we find fires occurring, the kind of fires that are arranged for the definite and special purpose of collecting insurance."

Speaking of arson the Mayor declared that "last year there were 17 indicted and 15 convicted."

PELHAM APARTMENT FIRE

He devoted considerable attention to the Pelham apartment fire and asserted that in the basement of that building an empty gasoline can and a blow torch were found.

"We must put the fear of God into men who are willing to burn property to collect insurance when they know that they are endangering human lives and may reap a harvest of human insurance."

Eight years ago Mayor Curley dedicated the first Salvation Army fire truck and the old car was drawn up alongside the new machine outside of City Hall this morning. Chief Sennott of the fire department was present and laughed when the Mayor facetiously remarked that the "smoke-eaters might at times welcome something stronger than coffee."

The Salvation Army was represented by Col. Joseph Atkinson, Brigadier N. G. Hammond, Adj't. Floyd Keller and Mrs. Keller represented the "Sallies."

Conry Named but Delays Taking Oath

Twice Rejected Appointee Given \$7500 Post as Traffic Head

Losing no time after his arrival at City Hall this morning, Mayor Curley appointed former Congressman Joseph A. Conry of Jamaica Plain to the position of traffic commissioner at a salary of \$7500 a year. The mayor had said that this would be his first official act today, Governor Allen having signed the bill last evening which repeals the law requiring confirmation of the Civil Service Commission for municipal appointments.

Mr. Conry had a brief interview with the mayor and soon afterwards official notice of his appointment was sent to the city clerk. All that remained for Mr. Conry to do was to take the oath. He was not ready to enter upon the position immediately, because of business engagements, but said that he would be sworn in within a week.

Mr. Conry took a prominent part in Mayor Curley's campaign for election last fall. He presided over the Tremont Temple rally sponsored by lawyers. Following the election it was gossiped that he would be appointed corporation counsel. Later came his appointment as traffic commissioner, which the Civil Service Commission refused to confirm. The commission, however, agreed to a re-opening of the case and the mayor accompanied Mr. Conry to the State House where his qualifications were argued before the board. Again confirmation was refused, and the mayor declared that, in his opinion, unfavorable action was based largely on Mr. Conry's personality, as might be indicated, the mayor said, by

Mr. Conry's words to the clerk in the commission's office, after a tiresome wait for admission to the board: "Please inform the distinguished triumvirate within that Mr. Conry waits without."

Mr. Conry's failure gave impetus to the movement organized by the mayor to have confirmation requirements removed. Chairman Elliot H. Goodwin of the Civil Service Commission and Frank A. Goodwin, chairman of the Finance Commission, favored the amendment. There was a favorable committee report and no opposition in the Legislature. But before approving the change Governor Allen yesterday conferred with these two officials and learned that they had not changed their minds. Under a Senate amendment to the bill it became operative at once.

This is one of the most vital changes in the amended city charter of 1909. Previous to 1909 the mayor's appointees were subject to confirmation by the board of aldermen, a plan which never worked well because of the variety of interests involved, especially those of factional politics. Under the Civil Service requirement there was an absence of politics but fully as unsatisfactory results, especially as the commission was not obliged by law to indicate to the mayor the reasons for any rejection. Mayor Curley, however, has had better luck than Mayors Fitzgerald, Peters and Nichols.

Mr. Conry has been a student of municipal affairs all his life. Traffic has been one of his most interesting problems. When he was appointed in 1911 as director of the Port of Boston the traffic situation with respect to the routing of freight between the railroad terminals was a serious matter. Mr. Conry worked out a plan which was very satisfactory, though declining an offer by Governor McCall to continue as port director, he accepted appointment as member of the commission on terminal port facilities which laid out the Army Base in South Boston. In 1908 he was named Russian consul and served until the overthrow of the czar's Government.

Mr. Conry will act as chairman of a board of five and in succession to William A. Fisher, who held the position for a year under Mayor Nichols. The other members of the board are Chairman Thomas J. Hurley of the street commission, Chairman William P. Long of the Park Department, Joseph A. Rourke, public works commissioner, and Herbert A. Wilson, police commissioner.

bors bill now in Congress, Mayor Curley was notified today by Congressman John W. McCormack.

This is the outcome of agitation started by the Board of Port Authority, seconded by the maritime bureau of the Chamber of Commerce and by the mayor, who enlisted Congressman McCormack's aid.

The proposed expenditure of \$3,000,000 compares, according to McCormack, with a normal annual appropriation for this port of about \$40,000.

The rivers and harbors bill has been redrafted, he asserts in a letter to Mayor Curley, and among the provisions inserted are the following:

Complete survey of the entire harbor.

Removal of the so-called "mid-dle ground" between President's roads and the Navy Yard.

Deepening and widening Weymouth Fore river from Hingham bay to Weymouth Fore river bridge.

The mayor has asked the Board of Port Authority for as much additional information as is available for submission to Cong. McCormack for his assistance in carrying on the fight to a finish.

SCHOOL BOARD SEEKS FUNDS

Authority to proceed with a one-year school building program to cost \$3,860,000 has been requested by the Boston school committee in a petition to the legislative committee on municipal finance.

During the hearing the municipal finance body was told that if the legislation be enacted, the school committee will have available for construction purposes approximately \$5,000,000, the difference, it was explained, being represented by other requests for the same purpose.

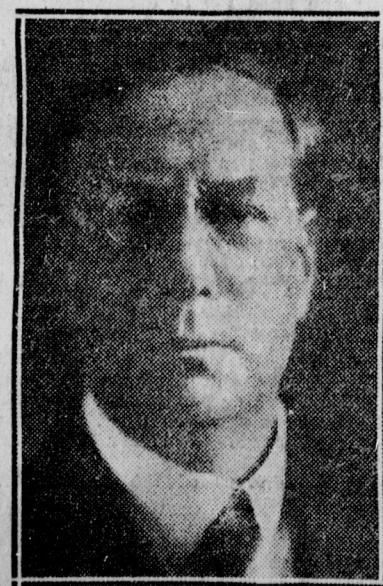
The municipal finance committee was told that if the building program is put through, additional high, intermediate and elementary school facilities will be provided to such an extent as to remove the necessity of adding further portable schools and as well eliminate many rooms which are not suitable for school purposes.

AMERICAN 4/3/30

BILL PERMITS REMOVAL OF 'MIDWAY'

Cong. McCormack Notifies the Mayor of Proposed Appropriation for Harbor Survey

A complete survey of Boston Harbor by the federal government at a cost of approximately \$3,000,000 will doubtless be made as a result of changes in the rivers and har-



(Photo by Garo)

Joseph A. Conry

AMERICAN 4/3/30

MAYOR CURLEY DECLARES WAR ON BOSTON'S MENACING FIREBUGS

CALLS ARSON CHIEF LIFE PERIL HERE

Dedicates Sallies' Doughnut
Truck With the Warning
That City's in Fight

Mayor Curley, while dedicating a new Salvation Army coffee-and-doughnuts fire truck at City Hall, today, laid bare what he called "the arson situation" in Boston, and pledged his energies to reduce "the ever-increasing total of set fires."

Arson, he said, was "the lowest, vilest form of murder," and he promised to use "every dollar in the law department's budget, if necessary," to obtain a conviction, if anyone were indicted for a recent fire in which lives were lost.

"The annual cost of fires in Boston is more than \$9,000,000, to say nothing of human lives," he said. "The fire department costs \$4,000,000; the insurance cost is \$3,500,000, and the loss in the forced inactivity of workmen is at least \$1,500,000. This means that it costs this community \$1 a week for every family of five in the city."

"Not all fires are due to carelessness or accident. When styles change, or there is a depression in some industry or a seasonal change of any kind, we find fires occurring—fires arranged for a definite and special purpose, to collect insurance."

"Last year there were 17 persons indicted for arson and 15 were convicted. In a recent fatal fire in the South End, in which the loss of life might easily have reached a score, an empty gasoline can and low torch were found in the basement."

"We must put the fear of God into men who are willing to burn property to collect insurance when they know they are endangering human lives and may reap a harvest of human insurance."

The mayor, in the presence of a large crowd in the courtyard in front of City Hall, praised the work of the "Sallies." Eight years ago today he dedicated another truck which has carried hot coffee and doughnuts to firemen at 480 fires.

Signs Bill for Boston Thoroughfare Program

The bill authorizing the city of Boston to establish and maintain an official thoroughfare plan, petitioned for by Representative William M. McMorrow, was signed yesterday by Governor Allen. The act is permissive and is not effective unless accepted by the mayor and City Council of Boston.

The measure provides for preparation of a plan by the City Planning Board, the Board of Street Commissioners and the Board of Park Commissioners, to include a system of major traffic streets, express roads and major traffic parkways, to meet future as well as present traffic needs in so far as they can be reasonably determined. Its adoption by the mayor and City Council would, it is expected, do away with piecemeal developments which have proven expensive in the past.

Another bill signed requires registration of foreign charitable corporations before acting in the State, these corporations to make report to the State authorities.

GLOBE 4/3/30 BAN LIFTED ON 13 FORMER POLICEMEN

Those Discharged From Boston Department During Strike Can Take Civil Service Exam

The ban has been lifted by the Civil Service Commission on the 13 men who were discharged from the Boston Police Department at the time of the police strike in 1919 and were precluded from taking any kind of Civil Service examination. The others who "walked out" went down on the Civil Service records as having resigned. These latter were barred only from taking examination for the Boston police, the Metropolitan District police and the State Prison service. Some of them entered the police service of other cities and towns.

The original 13, however, were discharged, according to the official records of the Civil Service Commission for violation of the police rules. Until the commission recently voted to allow Philip S. Corbett of 180 Orange st., Roslindale, to take an examination for appointment as a janitor in the city of Boston they were not permitted to

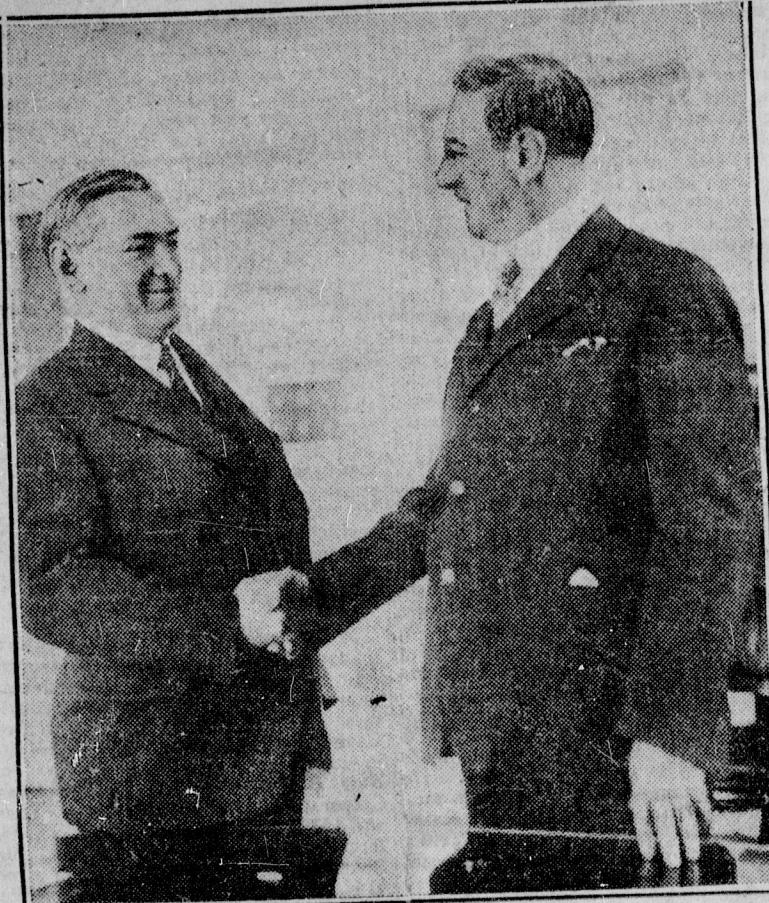
take any kind of Civil Service examination.

Mr Corbett's application was considered on its merits. Executive Councilor James F. Powers of South Boston was one of those who interested himself in the case. Mr Corbett was a member of the committee of 19 who were chosen to confer with the police commissioner, the late Edwin U. Curtis. Whether the 19 were discharged is not known at the Civil Service Commission's office, where the list contains only 13 names of discharged policemen.

Having acted favorably in the case of Mr Corbett, the commission is prepared, it is stated, to take up the applications of any of the others, should they desire to enter some other branch of the classified service. They are not likely to be considered for any police appointment, it was pointed out, but will receive the same consideration as any applicant for other kinds of work.

POST 4/4/30

Conry Will Take Over Traffic Post Thursday



CONRY APPOINTED TRAFFIC HEAD

Mayor Curley shown with former Congressman Joseph A. Conry, the new traffic commissioner, at City Hall yesterday.

Given the first appointment by Mayor Curley under the new law, which dispenses with the confirmatory approval of the State Civil Service Commission, former Congressman Joseph A. Conry of Jamaica Plain accepted the post of traffic commissioner on condition that he would not be required to assume his new duties until next Thursday, so that he might have a week in which to close up certain details of his law practice.

He explained to the Mayor that it was his purpose as traffic commissioner to devote his entire time to the business of the city, and that he would take the oath of office and sign the payroll at \$7500 a year after he had completed his private business on his own time.

In his first official act after Governor Allen had approved the repeal of the Civil Service law, the Mayor called Mr. Conry to his office and tendered him the appointment.

Following this, the Mayor reappointed Mrs. Colin W. Macdonald to the \$6000 post as a Democratic member of the Election Commission, and Chairman Edward T. Kelly to the \$5000 post of assessor. He also named James A. McElaney as a member of the board of appeal in the building department.

HERALD 4/4/30

THE TUNNEL TO DATE

It would not be strange if the public mind should be somewhat bedfuddled as to the present condition of the East Boston tunnel project, yet the elements of the situation are simple. We are to have a tunnel, not a bridge. Actual construction of the tunnel may be expected to start as soon as the planning boards and the Transit Department agree upon a plan which the Mayor will approve. The Fay-Harriman bill, so-called, although offered as an amendment to the Tunnel Act, has nothing to do with the construction of the tunnel itself, and the failure of the City Council the other evening to take any action on the amendment does not in any way affect the situation as respects actual building of the tunnel.

The law provides for the building of a tunnel. The substitution of a bridge would require the amendment of the law, and the General Court has voted overwhelmingly against such a modification. Mayor Curley has notified the City Planning Board, the Metropolitan Planning Division and the Transit Department that he wished them to begin work at once upon the several plans and locations previously proposed and to reach an agreement.

Mr. Harriman of the Metropolitan Planning Division and Mr. Fay of the City Planning Board have offered a bill in the General Court for the widening of certain streets for the creation of a through trafficway from Bowdoin Square to Atlantic Avenue. They are prepared to advocate these widenings quite irrespective of tunnel construction, as needful for bettering traffic conditions, although the opening of the tunnel would make the widening all the more desirable. Chardon Street would be widened throughout its length, Merrimack Street from Chardon to Haymarket Square, and Cross Street from the Square to the tunnel plaza; Cross Street would be widened also from the plaza to Atlantic Avenue. These widenings are held to be equally advantageous whatever location may finally be adopted for the tunnel portal.

As an amendment to the Tunnel Act, the bill proposes an increase of the appropriation from \$16,000,000 to \$20,000,000. Were that appropriation made independently, the money would have to be charged to the city with no chance of getting the investment back; if it is made a part of the Tunnel Act, the interest and the sinking fund may be cared for out of tolls.

Now that the bridge alternative has been refused the sponsors of this new bill ask the Mayor to approve it, and through him the City Council. Such approval is necessary under the joint rules of the General Court, which require that a petition to borrow money outside the debt limit must have the approval of the Mayor and the Council. The Council on Monday night refused to vote on the measure, saying that more information was needed.

HERALD 4/4/30

DAILY ENTERTAINED BY NEWSPAPER MEN

City Registrar Henry L. Daily was the guest of City Hall newspaper men last night at the Boylston Schulverein, Jamaica Plain, when he was presented with a hammered bronze desk set in recognition of his appointment to head a municipal department. Capt. John J. Lydon represented Mayor Curley, while other guests were Election Commissioner Frank Seiberlich, and several officials of his department.

RECORD 4/4/30



"Hot Dog!" That's what Mayor Curley said yesterday when he joined the fire laddies as they were served from the new "Sally" fire lunch wagon. Mrs. Floyd Killer is shown serving the "weenies," doughnuts and coffee.

Free Hand

Mayors of Boston have rightly resented the law which made their appointments subject to approval or rejection by the Civil Service Commission. Repeal of that law has removed a constantly irritating curb.

This supervision by the Civil Service Commission created a divided responsibility. Now Mayor Curley has a free hand in appointing to offices the men he deems best fitted for those offices.

The responsibility of wise appointments, now that the law is repealed, rests solely with Mayor Curley, who cheerfully accepts it.

The old law naturally, as emphasized by Chairman Frank A. Goodwin of the Finance Commission, created an interference with Boston's self-government.

The mayor is elected by the voters. His election is a practical expression of popular confidence. By the same token, that confidence ought to include the right of the mayor to pick his own official household without having to get an official O. K. from Beacon Hill.

HERALD 4/4/30

CONRY TO ASSUME DUTIES THURSDAY

Traffic Commissioner to Give Up Law Practice for City Post

Joseph A. Conry will assume the post of traffic commissioner Thursday. He proposes to devote all his time to the position and to give up his law practice temporarily.

He accepted the appointment yesterday, after Mayor Curley had named him as soon as the Legislature eliminated the civil service commission from approving appointments made by the mayor of Boston.

Conry asked for a week in which to finish his private business. He will be sworn in Thursday, and will relieve Acting Commissioner Thomas F. Sullivan.

The mayor yesterday reappointed Chairman T. Kelly of the assessors, and Mrs. Helen A. Macdonald as election commissioner. Their term expired March 31, when they were reappointed, but as the civil service commission cannot pass upon them, the mayor was legally required to formally appoint them yesterday.

He also named James A. McElaney a member of the board of appcal. This appointment was awaiting action by the civil service commission.

POST 4/4/30

START CHARLES ST. WIDENING

First Curb Is Set as Matter of Law

The city was formally committed to the \$1,000,000 Charles street widening yesterday when Public Works Commissioner Joseph A. Rourke inserted a curbstone in the front lawn of the Massachusetts Charitable Eye and Ear Infirmary at Embankment road, marking the start of the new traffic artery, as required by law.

The procedure is officially known as "making an entry," according to the old custom in taking property by eminent domain, and the \$9000-a-year head of the city's busiest department was required to wield the spade for a few minutes in placing the granite slab.

Actual construction work on the development will not start until the first week in June, for the city must give the owners of the property 60 days in which to raze the 14 buildings which will have to make way for the proposed traffic circles at the Boston approaches to the Longfellow and the Charles River dam bridges at each end of the widened Charles street.

POST 4/4/30

CUTS CREWS OF RESCUE COMPANIES

Thirty-One Firemen to Be Shifted Today

Two lieutenants and 29 men of the Boston Fire Department will be shifted, the strength of the three rescue companies will be lowered by 10 men, and many petitions for transfers which have been repeatedly rejected during the last administration will be granted today, when the first big shake-up in the department since Commissioner Edward F. McLaughlin assumed the duties of his office takes place. A general order was issued by the commissioner at fire headquarters last night.

SOME MADE TWO YEARS AGO

The reduction of the strength of the rescue companies and the granting of nearly a score of petitions for transfers are regarded by men of the department as wide departures from the policies of the last administration. Several of the petitions to be granted today were originally filed by the applicants as long as two years ago, it was learned, without ever being acted on by the last commissioner.

Rumors current to the effect that the wholesale shifts were to be accompanied by a number of new appointments could not be verified and in the general order issued no mention was made of them. It is understood, however, that there are several vacancies in the department due to the delay in making promotions to fill them and some action on the matter is expected in the near future.

Although there was no official statement to the effect, the removal of 10 men from the rescue companies to be assigned to other work was looked upon by men in the engine houses as indicating that those companies were considered at headquarters as "overloaded." The men removed from the rescue companies have been in most instances merely changed to engine or ladder companies occupying the same quarters.

The two officers affected by the shift are Lieutenant Jeremiah C. Sullivan, Engine 47, fire boat, and Lieutenant Francis B. Hanron, attached to headquarters. Sullivan will be shifted from the fire boat to Engine 43, and Hanron will go to Engine 47 to succeed him.

The complete list of changes is as follows:

The Transfers

Lieutenant Jeremiah C. Sullivan, Engine 47 to Engine 43; Lieutenant Francis B. Hanron, headquarters to Engine 47; Frank J. Gayeski, Rescue 1 to Engine 35; Charles W. Johnson, Rescue 1

to Engine 35; Ronald D. McEachern, Rescue 1 to Ladder 21, and Edward J. Welch, Rescue 1 to Tower 2.

Hoseman Hugh F. McGaffigan, Tower 2 to Maintenance Division; Hoseman John B. McDonald, Engine 38 to Maintenance Division; Hoseman William F. Johnson, Engine 38 to Maintenance Division; Hoseman John J. Leahy, Engine 5 to Maintenance Division, and Hoseman Francis J. Scott, Engine 13 to Engine 21.

Hoseman Michael T. Barrett, Engine 21 to headquarters; Thomas J. Feeley, fire prevention division to headquarters; John E. Kamb, Rescue 2 to Ladder 16; Robert F. Barry, Rescue 2 to Ladder 16; John J. Doyle, Rescue 2 to Engine 13; John J. McDonough, Rescue 2 to Ladder 4, and Ladderman Joseph J. Shea, Ladder 4 to Rescue 2.

Hoseman Edward J. McNabb, Engine 6 to Ladder 18; Ladderman John E. Fencer, Ladder 18 to Engine 6; Hoseman James F. Mahoney, Engine 8 to Ladder 1; Hoseman Charles H. McCarthy, Engine 1 to Engine 15; Hoseman Henry W. Welch, Engine 15 to Engine 1; Robert T. Donovan, Rescue 3 to Ladder 9; Daniel J. Crowley, Rescue 3 to Tower 1, and Edward C. Gurnon, Rescue 3 to Engine 8.

Hoseman James P. Shea, Engine 53 to Engine 25; Hoseman Arthur I. Bourd, Engine 25 to Engine 52; Hoseman William P. Burke, Engine 52 to Engine 53; Hoseman Carl A. Carlson, Engine 25 to Ladder 7, and Ladderman Bernard J. Judge, Ladder 7 to Engine 25.

HERALD 4/4/30
A TUBERCULOSIS PROBLEM

The Boston Tuberculosis Association, confronted by a prospective deficit for the year of \$15,000, feels that it cannot conduct its usual summer camp for tubercular children at the Prendergast Preventorium this summer unless the city of Boston shares in the expense. Dr. John B. Hawes, 2d, president of the association, maintains that about 90 per cent. of the children ordinarily cared for at the camp are sent there from the city's tuberculosis clinics, and that it is the city's obligation to help pay for the treatment of three months in camp. He believes that this preventive work is of supreme importance, as it relieves probable cases of tuberculosis before they develop into serious cases of adult consumption, with consequent heavy burdens on the city or state.

The city's health officials, while eager to take advantage of the opportunities the Preventorium offers, feel that hospitalization of mature cases, of young men and women in their late 'teens and early twenties, is more pressing than the treatment of children. Faced with demands for aid from hundreds of persons, seriously ill, they hesitate to divert funds into other channels. Dr. Hawes replies that this is a shortsighted policy, for, if the children are neglected, they will undoubtedly develop into consumptives, and no material progress against the disease will be made at the source. There are also possible legal difficulties which would bar the city from giving financial aid to the Preventorium.

One thing, however, is clear. The valuable facilities which the Preventorium offers should not be left idle this summer. Mayor Curley, with his sincere interest in children's health welfare as demonstrated by his decision to use the income of the White Fund for health units, and Dr. Hawes should be able to reach some agreement whereby the camp can be utilized this summer as usual.

GLOBE 4/4/30

"L" TO TAKE OVER TWO BUS LINES

The Boston Elevated yesterday filed with the City Council a petition to operate buses on two routes, one between the junction of Atlantic av and State st and the Fish Pier, and the other between the South Station and the Army Base. Buses are now being operated over these two routes by Rawding Bus Lines.

Upon approval by the City Council and the Mayor, and the taking of all other necessary action by the authorities, the Boston Elevated has agreed to take over the 10 buses now being operated by Rawding over these two lines, and incidental equipment, at a value to be determined by the State Department of Public Utilities.

POST 4/4/30

23 VETERANS GIVEN WORK BY THE CITY

Twenty-three additional veterans of the World war who are receiving compensation from the city soldiers' relief fund will be given employment for three months at \$30 a week, under an order sent yesterday by Mayor Curley, directing Public Works Commissioner Joseph A. Rourke to put them to work.

This makes a total of 49 during the past two days, for the Mayor has determined to make every effort to provide employment for heads of families while at the same time reducing the requirements for the soldiers' relief and the public welfare disbursements.

HERALD 4/4/30

ALLEN LAUDS SERIES IN COLOR

Governor Approves Con-
tribution of The Herald
To Tercentenary

FIRST PICTURE IN WEDNESDAY ISSUE

The Boston Herald's publication in full color of paintings depicting episodes and personalities of early Massachusetts history is a project that has been endorsed by Gov. Frank G. Allen, Mayor James M. Curley of Boston and Commissioner of Education Payson Smith. Reproduction of the series of eight paintings, executed on commission by two internationally noted artists, will begin Wednesday. One picture will be given away with each Herald sold on successive Wednesdays until the series is complete.

The first episode to be depicted will be, appropriately, the landing of John Winthrop at Salem on June 12, 1630, an event which marked the establishment of the Massachusetts bay colony on American soil and hence is perhaps the most important of all the historic occasions to be celebrated in the tercentenary year.

This subject had never before been set on canvas until it was done this year by Fred C. Yohn by arrangement with The Herald. The wide circulation of this picture will, no doubt, help to popularize this significant event so that the Puritan landing in the Arbella may well rival in sentimental interest the Pilgrim landing in the Mayflower at Plymouth 10 years earlier. Historically, the Arbella is probably more important, although poets and painters have neglected it in favor of the Mayflower.

From the viewpoint of the pictures themselves, as opposed to their subject, perhaps the most unusual tale is attached to the portrait of the Rev. John Cotton, a copy of which, painted in its original brilliant coloring by Howard E. Smith, will be published in the course of the series. This painting was discovered by Charles K. Bolton, librarian of the Boston Athenaeum, who is writing a brief article for the Herald to accompany each picture reproduced. In examining a portrait of Cotton Mather, John Cotton's grandson, a few years ago, Mr. Bolton noticed that it appeared to be painted over some other picture. He secured permission to scrape off the painted image of Mather and when this was done John Cotton's portrait was revealed beneath it. The assumption is that, for reasons of economy, Mather preferred to have his own portrait be merely the re-working of an older one.

FAVORED BY TEACHERS

The two other Herald portraits are likewise copies by Mr. Smith made especially for The Herald series. All contemporary portraits are so dimmed and scarred by age that their reproduction would be unsatisfactory if not impossible. The Herald therefore decided to have new copies made in all the colorful beauty of the originals as they must have looked 300 years ago.

Besides the widespread general interest in the paintings school teachers are making particularly favorable comment on the idea. They are expecting that the presentation of early Massachusetts history in such attractive form will greatly help their efforts to stimulate interest in the period among their students.

This feeling is probably intensified by the fact that the beginnings of this great commonwealth have never before been celebrated by the artist's brush. The Herald pictures will constitute the only existing artistic record of the Colony. For the first time, this tremendously important epoch is given recognition as the later revolutionary and the earlier Pilgrim periods have been recognized before.

GLOBE 4/4/30

SAYS UTILITIES BOARD DENIED ENOUGH FUNDS

Silverman Urges Creating
Smoke Nuisance Division

Attwill, Opposing the Bill, Does Not
Recall Such Statement on Money

Corporation Counsel Samuel A. Silverman of Boston told the Joint Ways and Means Committee of the Legislature yesterday that the Public Utilities Commission has never had enough money to conduct a big rate investigation. He was speaking on the bill to establish a division of smoke inspection within the commission, with provision for the hiring of more inspectors and other assistants.

His assertions led Representative Arthur W. Jones, House chairman of the Ways and Means Committee, to observe, "If they have not had enough it's because they didn't ask for it."

"I'm only telling you what they told me!" Mr Silverman replied. "They have said they did not have the money in matters of large importance; that they needed so much money they could not get it or would not dare ask for it."

Tighten Law, Attwill's Advice

Chairman Henry C. Attwill of the commission later addressed the committee and said he did not recall saying he did not have money enough to enforce the present smoke abatement law. He did not refer to the alleged lack of funds for prosecution of rate investigations.

Mr Attwill remarked that it looked to him as if the advocates of the change in the smoke law were being led down an alley by the Associated Industries, the Chamber of Commerce and the power companies, that they would get nowhere and yet at a big cost to the State.

"You can have an army of smoke inspectors, you can call out the National Guard," said Mr Attwill, "but you can't change conditions unless you change the law."

Mr Attwill pointed out that his commission had in previous years suggested changes to tighten the present smoke law and had been turned down.

Gen Logan, Barnum for Bill

Other speakers for the bill besides Mr Silverman included Gen Edward L. Logan, Representative Horace T. Cahill of Braintree, H. Ware Barnum, counsel for the public trustees of the Boston Elevated, and Claude I. Allen, counsel for the Boston Chamber of Commerce.

The opposition to the bill was voiced by Representative Carl A. Woekel of Methuen, who characterized the legislation as unnecessary. He objected to the salary of from \$5000 to \$7500 for the director of the proposed smoke division. He said that the smoke question, in his opinion, was one that should be handled by the Department of Public Safety instead of the Public Utilities Commission.

TRANSCRIPT 4/5/30

New Features Planned for Patriots' Day

Revere's Capture and Pres- cott's Action to Be Repro- duced Near Concord

It is announced today by the Boston public celebrations department that the celebration of Patriots' Day, Saturday, April 19, will be on a larger scale than formerly, at least in the reproduction of two historic scenes centering in the capture of Paul Revere by the British on the Concord road and the fortunate appearance of a Mr. Prescott to carry the message to Concord and Acton.

Revere has left his own account of his capture about three miles beyond Lexington. Daves fled to escape capture. A Mr. Prescott, courting late that night in Lexington, happened along on horseback just as the skirmish was taking place. He learned the message that the two patriots were sent to deliver, and being familiar with the short cuts to Concord, fled.

The ride from where Revere and Daves ended their respective journeys will be covered this year by a rider and he will also reproduce another event in the carrying of the message still further, from Concord to Acton.

"Revere" and "Daves" will be attired in dress of that time, "Revere" going from North Square at 10 A. M. and "Daves" from John Eliot square, Roxbury, at the same time, and the two meeting at Lexington shortly after noon. The two riders will go over the original routes except for a very modern need to make a detour where a street or two will be in the contractors' hands, as in Charlestown. There will be the focal points of local celebrations in ten communities.

A meeting held yesterday of the chairmen of the various committees brought together representatives of Acton, Arlington, Brookline, Concord, Lexington, Medford and Somerville, as well as Boston and a communication covering Cambridge.

The Patriots' Day program will start early in the morning at City Hall, when at nine o'clock Mayor Curley and a representative of the citizens' committee will raise the national and city flags. Ten minutes later a parade of representatives of various historic and patriotic organizations with others will march by way of Tremont street, Scollay square, Hanover street, and Prince street to North square, halting briefly for unveiling of two permanent memorials placed by the city on Hanover street and Garden Court street. A third memorial will be unveiled a little later in North square, each marking a place of historic interest for the benefit of Tercentenary visitors as well as for later reminder of Boston's history.

When the horseback rider impersonating Paul Revere, with a State cavalry escort, has departed from North square, a program will be carried out in that section by a local committee of which Joseph A. Scoponeti is chairman.

A program will be going on simultaneously at John Eliot square, starting at 8:45 o'clock, with a band concert, fol-

lowed by singing and speaking preceding the departure of the rider representing William Dawes, who also will have a cavalry escort. George Melhado is local chairman.

Mayor Curley has so planned his schedule as to be able to participate in both local programs, at Roxbury and in the North End. He will send the customary message to the mayors and selectmen of the towns and cities, borne by the two riders as far as Lexington, as history records.

TRANSCRIPT 4/3/30

Attwill Sees Weakness in Smoke-Nuisance Bill

Persons who think that they are eliminating the smoke nuisance by the creation of a division of smoke inspection in the State Department of Public Utilities are apparently being "led down an alley" by the associated industries, the Chamber of Commerce and the power companies, Harry C. Attwill, State public utilities commissioner, today declared before the legislative Committee on Ways and Means at a hearing on bills providing for creation of such a division. He said that the proponents "would get nowhere, yet at big cost to the State."

"You can't have an army of inspectors, you can call out the National Guard," Attwill said, "but you can't change conditions unless you change the law." He pointed out that his department had in previous years suggested changes to tighten the present law and had been turned down.

Samuel Silverman, corporation counsel for Boston, told the committee that Mayor Curley endorses the measure. Mr. Silverman said that the Public Utilities Commission has, in past years, been unable to perform service adequately because the State has been unwilling to appropriate money for rate investigations. He said that in some instances municipalities are obliged to conduct their own rate investigations.

Chairman Arthur W. Jones told the speaker that he could not recall case where the department had been refused funds. "If they have not had enough it's because they didn't ask for it," he said. "I'm telling you only what they have told me," replied Mr. Silverman. "They said they did not have the money in matters of large importance; that they didn't so much money they could not get it or would not dare ask for it."

Mr. Attwill said he did not recall saying he did not have money enough to enforce the smoke abatement law. He did not refer to the alleged lack of funds for prosecution of rate investigations.

Speakers for the bill, besides Mr. Silverman, included General Edward L. Logan, Representative Horace T. Cahill of Braintree, H. Ware Barnum, counsel for the Elevated trustees, and Claude L. Allen, counsel for the Boston Chamber of Commerce.

Opposition was represented by Representative Carl A. Woekel of Methuen, who called the legislation unnecessary, objected to the proposed salary of from \$5000 to \$7500 for the director of the proposed division and said the smoke question was one that should be handled by the Department of Public Safety instead of the Utilities Department.

TRANSCRIPT 4/5/30

Leviathan Sails with Many Guests

With several hundred guests from Boston and New York on board by invitation of Paul W. Chapman, president of the United States Lines, steamer Leviathan sailed for New York from the Navy drydock at South Boston this afternoon, following her semi-annual overhaul and the completion of extensive interior alterations and improvements.

The guests include Gene Tunney, retired heavyweight champion; Governor Charles W. Tobey of New Hampshire; Mayor Harry A. Mackey of Philadelphia; Dudley Harmon, executive vice president of the New England Council; George Curley, son of Mayor Curley; Judge A. E. Pinanski, Andrew P. Lane, vice president of the Great Northern Paper Company; Frank S. Davis, manager Maritime Association, Boston Chamber of Commerce; L. C. Prior and Roscoe Prior of Hotel Lennox; Major Thomas L. Walsh, H. O. Bright, Thomas Logan, vice president Federal National Bank; J. T. O'Brien, George L. Graham of the American Woolen Company, F. L. Putnam of the F. L. Putnam Co., J. W. Smith of the Boston & Maine railroad, Charles F. Webb, Captain George A. Parker, registrar of motor vehicles; P. A. Robinson of the Boston American, William J. Fortune, assistant vice president National Shawmut Bank; John V. Moore of the Moore Fabric Company, Richard Parkhurst, secretary Boston Port Authority; J. H. Shelden, W. A. McIsaac, general agent of the United States Lines in Boston; Bernard Gimbel, accompanying Gene Tunney; General J. Leslie Kincaid, head of the United Hotels Corporation; Admiral L. C. Palmer and E. P. Farley; General A. C. Dalton, former president of the Merchant Fleet Corporation; United States Shipping Board; Samuel Rayburn and Mr. and Mrs. Frank B. Storrs.

Five Companies Go to New Fire Station

On Monday at 1 P. M., Mayor Curley will lay the cornerstone of the new fire station in Bowdoin square. Fire Commissioner Edward F. McLaughlin will preside and will introduce the following named speakers: George E. Robinson, the architect; John J. Fitzgerald, city councilor from the West End; Daniel F. Sennott, chief of the Boston fire department. The invocation will be offered by Rev. Charles P. Heaney of St. Joseph's Church, Chambers street, and the benediction will be by Rev. Harry B. Hall of the Temple Street Methodist Episcopal Church.

The new fire station will cost approximately \$300,000 and is expected to be completed in July. It will provide accommodations for Engine Company 4, formerly situated in Bulfinch street; Engine Company 6, now in Leverett street; Ladder Company 24, now in North Grove street; Water Tower 1, now at Fort Hill square, and Rescue Company 3, now in Charlestown. Accommodations will also be provided for the district chief of District No. 4.

Curley Asks Engineers to Justify Plan

Planning Board Must Report Why So Large a Traffic Circle Is Needed

Why was it necessary to plan so large a traffic circle at the corner of Cambridge and Charles streets? This is the question that Mayor Curley asked the Planning Board to elucidate in writing today. The issue became prominent when it was learned that Chairman Frank A. Goodwin of the Finance Commission had become interested in engineering plans which the mayor approved this week.

It was learned today that though the street commission is officially responsible for the engineering work in the widening of Charles street, including the two traffic circles, and its engineers had prepared the drawings, the conception of the huge circle at Cambridge and Charles street was that of Robert Whitten, president of the American City Planning Institute, who for the last three years has acted as a consultant engineer in the City Planning Department.

Before Mayor Nichols went out of office he directed the street commission to go ahead with the Charles street work. The question of the traffic circles was wholly in the air. The engineers made several studies, none of which contemplated the taking of much property by eminent domain. When Mayor Curley came into office he found that the project was lagging. He held several conferences with the street commission and the City Planning officials. From Mr. Whitten he accepted the view that it was folly to provide for the Cambridge and Charles street circle along meager lines.

Mr. Whitten talked of the Dupont circle at Washington and another circle at Westchester, N. Y., and argued that as the Cambridge-Charles street intersection was perhaps as bothersome as Governor square the city should provide generously to meet congestion now rather than amend plans at a later date. He was certain that the plans tentatively drawn, already on file and which appeared at each conference, would be inadequate. The street commission engineers went to work again on a larger scale and produced the circle of 240 feet in diameter, involving the taking of twenty-six parcels of property, for which damages of \$655,000 were awarded.

Naturally, such a radical departure from original layouts came as a great shock to the neighborhood, for nobody had any idea that there would be extensive destruction of property. Immediately there came whispers of real estate deals. The circle as planned is over an acre in area and will mean takings from the Charles Street Jail and the Massachusetts Charitable Eye and Ear Infirmary.

Chairman Goodwin of the Finance Commission sees in the sudden shift of plans a scheme to thwart the Legislature, which has refused to authorize a new county jail in Boston. Mr. Goodwin may look into the project, but he realizes that it has gone ahead so far that constructive criticism would be of

little avail.

Mr. Goodwin is not a believer in traffic circles, as his attitude toward plans for the East Boston tunnel indicated. He will attend the City Council hearing next Monday to oppose endorsement of \$4,000,000 additional for the East Boston tunnel, which Henry I. Harriman and Frederic H. Fay favor. Mr. Goodwin does not intend to permit a revamping of the tunnel plans for widening Cross street and the reconstruction of two traffic circles if he can stop it.

Mr. Goodwin is said to believe that the plans for the huge traffic circle on Charles street, which will mean the taking of jail property, will eventually lead to the cry that new jail facilities are needed because of lack of space.

AMERICAN 4/5/30

TRAFFIC CIRCLE COST PROBE LOOMS

Plan Suddenly Elaborated to Include 26 Parcels of Prop- erty Instead of Two

Investigation of the cost of the proposed traffic circle at Cambridge and Charles sts., is threatened by Chairman Frank A. Goodwin of the finance commission unless the cost of the project appears not to be excessive.

The sudden elaboration of the plan from the original proposal which would require condemnation of two parcels of property, to a 240-foot project requiring 24 parcels of property brought forth the statement of Chairman Goodwin.

It is reported that property which would be seized and condemned under the new plan has been acquired by two real estate men who have had, it is said, singular success in passing titles to the city for improvement purposes.

The acquisition of the greater area would provide for a motor park on the rims of the circle instead of an elliptical area at the street intersections planned.

An expenditure of \$1,000,000 was authorized by the Legislature for the project.

The plan is to widen Charles st. by taking a 60-foot strip of the Charlesbank so that it will be possible to make two roadways 50 feet in width separated by a park 20 feet wide.

Mayor Curley today, explaining that the traffic circle plan is a hand-down from the Nichols administration, ordered Robert Whitten, engineer of the City Planning Board, to prepare a statement giving the board's reasons for the circle scheme.

CHAIRMAN OF FIN. COM. TO ADDRESS COUNCIL

Shift in Charles St. Project Is Seen as a Scheme to Balk Legislature

The Boston Finance Commission, it was learned authoritatively today, sees as one object of the sudden shift in plans for the \$1,000,000 Charles st. widening a scheme to thwart the Legislature which refused to authorize a new county jail in the Hub.

Simultaneously it became known that Chairman Frank A. Goodwin of the Boston Finance Commission will attend the City Council hearing next Monday to oppose endorsement of \$4,000,000 additional for the East Boston tunnel, in favor of which Henry I. Harriman and Frederic H. Fay will be present to argue.

PROJECT IS "PET ONE"

Chairman Goodwin does not intend to permit a revamping of tunnel plans for widening Cross st. and construction of two traffic circles on the Boston side, one at the entrance and one at Haymarket sq., if he can stop it.

The traffic circle idea is viewed by the Finance Commission as a pet project of certain interested parties which happens to covet with ends sought by others.

New plans for the Charles st. widening call for a huge traffic circle at Cambridge and Charles sts., as well as one at the other end of Charles st., and part of the Suffolk County jail property is being taken.

While plans have been suggested for replacing the quarters that the jail will thus lose, the Finance Commission is said to believe that eventually the cry will be made that new quarters are imperative because of lack of space.

GOODWIN TO FIGHT

While Chairman Goodwin has only just taken up the widening project for study, he is known to be unalterably opposed to traffic circles as an unnecessary expenditure of public funds in solving traffic problems.

On this ground he may launch a vigorous fight against the Charles st. plans although that project has already gone beyond the point where constructive criticism can well be made, as land damages have been awarded and the widening legally begun.

Attwill Urges More Drastic Laws for Smoke Regulation

Charges Commercial Groups Leading Logan Bill Supporters Down Blind Alley—Says Inspectors Useless Unless Measure Changed

By M. J. ROSEAU, JR.

Stricter statutes governing smoke regulation, rather than the proposed increase in the force of smoke inspectors, were urged as the solution to relief of the smoke nuisance by Chairman Henry C. Attwill of the state department of public utilities at a hearing yesterday of the House committee on ways and means on the petition of Gen. Edward L. Logan for the creation of a separate division of smoke inspection.

Chairman Attwill charged that proponents of the Logan bill are being led down a blind alley by commercial organizations and the power interests. The proposed amendments to the 20-year-old smoke law, he said, would only impose embarrassment and unnecessary heavy expense on the commonwealth.

The unexpected attack was the climax of a long session during which the support of the city of Boston, chamber of commerce, associated industries, the Boston Elevated and other business interests was added to arguments in favor of the Logan bill advanced by leaders of the campaign against smoke.

Curious inconsistencies in the smoke statute were disclosed in the chairman's arraignment of the law when he declared that his department has long recommended stricter standards for smoke emission which would still be well within the ability of industry to meet without hardship.

"You can have an army of inspectors," he said. "You can call out the national guard. But you won't have any better conditions unless you change the law."

"I have no personal interest in this problem at all, because I believe it should be shifted to the department of public safety. It is police work. But I am rather astonished that these gentlemen say the department of public utilities has been horribly inefficient and has allowed smoke to be emitted."

A surprise appearance in favor of the Logan bill was made by Corporation Counsel Samuel Silverman for the city of Boston. He recorded Mayor Curley's favorable attitude toward the petition and a redraft submitted by Gen. Logan incorporating minor changes in provisions of the original version.

The hearing, which had been expected to cover only those changes as agreed upon by representatives of industry and proponents of the bill, took a wholly unanticipated turn when members of the ways and means committee began to question the sudden interest which big business, after a prolonged period of opposition to more drastic smoke regulation, has evinced in the Logan bill and the petition of John R. Kewer for state approval of plans for all new plants and reconstruction of old plants.

KEWER BILL SHELFED

The Kewer bill was laid on table by

the Senate Wednesday, awaiting action on the Logan bill, which had been reported out by the committee on public health. Supporters of the Logan bill were prepared solely to seek a larger salary for the director of the proposed new division of smoke inspection and the brunt of their arguments was that a man of highest calibre is needed for the position.

The salary asked for the director is \$7500, while that suggested by the committee on public health, in its report on the bill, is \$5000. In urging the larger figure, Gen. Logan admitted that he would rather accept the committee's cut than jeopardize the passage of the bill, but indicated his belief that the efficacy of the statute would hinge largely on the quality of the engineer who would direct the activities of the division.

Mr. Silverman stated that while the city is not in the same category as industry, because it is paying a large proportion of the cost of smoke regulation, Mayor Curley favors the Logan bill as an effective measure to relieve the smoke problem of the community.

\$7500 NOT TOO MUCH

"Despite the fact that the city will pay the bill," he said, "we believe that the amount involved in the salary of the director should not hinder the passage of this measure, and feel that \$7500 is not too much to obtain a man of the highest calibre."

"He should be a specialist in his field and should be paid as such. What if he does get as much as the head of a department? I have paid men under me more than I received and regardless of the failure of the Legislature to recognize the ability of men in the department of public utilities, I see no reason why the commonwealth should not be equipped to go out and get the best man available for the handling of this tremendous problem."

Representative George E. Briggs of Lexington then asked Mr. Silverman how he expected that the new division would relieve the situation, in face of the recommendation of the department of public utilities for stricter laws, rather than a larger force of inspectors.

"I think," Mr. Silverman answered, "that there has not been a determined effort by the gentleman at the head of the department to enforce the law, because the department has not been properly equipped. The first step is to get a large number of prosecutions which, more than heavy penalties, would be the effective way of handling violators."

"But do you appreciate the importance of the department of public utilities?" asked Representative Briggs. "They call in experts for advice. Why couldn't this policy be pursued? Why make the division of smoke abatement bigger than the D. P. U.?"

Mr. Silverman replied: "I have been before the department more than any other man and there has been constant complaint that it couldn't even get enough men or money to conduct a rate investigation properly. The appropriation for the department is \$160,000 a year and the city of Boston spent that much on the telephone rate case alone."

Both Chairman Arthur W. Jones of the ways and means committee and Chairman Attwill of the department took exception to Mr. Silverman's remarks concerning the department's inability to get sufficient funds.

"Mr. Silverman hasn't quoted me accurately," declared Chairman Attwill. "I came here because I got a notice of the hearing. I don't know whether I am for or against this bill, but I don't remember ever having said that we didn't get enough funds to do our work."

Chairman Jones stated that if the department didn't get enough money it's because they didn't ask for it.

H. Ware Barnum, general counsel for the Boston Elevated, spoke in favor of the Logan bill and stated that he felt the support of industry was important as it represents the first sincere attempt by associated industries to get together with smoke abaters.

Representative Briggs immediately asked him if he supports the bill because it is a good measure or because it is the lesser of two evils and that its passage may mean that the El will not have to face more drastic legislation.

Mr. Barnum replied that the El can and will do anything possible to aid the movement but doesn't want to be put in a position which will require the expenditure of hundreds of thousands of dollars to replace junked equipment.

"If conditions can be bettered," he said, "we join proponents of these or any other bills as a reasonable and decidedly forward step in the right direction. I think this legislation is of vital importance and that the creation of a new division of smoke inspection will satisfy the rabid supporters of smoke abatement."

"But if no drastic legislation were being considered, you wouldn't be here to support this elaborate fabrication which will make the D. P. U. look like the tail wagging the dog, would you?" asked Representative Briggs.

"Of course not," answered Mr. Barnum. "If no legislation were up I wouldn't be here."

Others who appeared in favor of the

AMERICAN 4/5/30

House Rejects Bill of Mayor on Auto Tax

The House today refused to substitute, for an adverse committee report, a bill of Mayor Curley, under which 50 per cent of sums paid into the State treasury from motor vehicles excise, penalties or forfeitures, interests, costs of suits and fines would be distributed to cities and towns for highway purposes.

Representative Lewis R. Sullivan of Boston said he was prepared to offer an amendment, cutting down the percentage of distribution to 10 per cent.

Conry Plans to Limit Parking, Regulate Taxicab Cruising

New Commissioner Also Aims to Relieve Governor Sq. Congestion—Expects 95 P. C. of Motorists to Co-operate

Strict limitation of parking on Tremont street between Park and Boylston street to the actual needs of shoppers.

Regulation of cruising taxicabs in the retail district.

Diversion of traffic by alternate routes to relieve congestion at Governor square and along Beacon street and Commonwealth avenue.

Co-operation with neighboring cities and towns for the better regulation of traffic and relief of congestion.

These are the tentative plans of Joseph A. Conry, Boston's new traffic commissioner, who said yesterday he prepares to meet his problems with an abiding faith in the co-operative inclination of 95 per cent. of motorists.

POLICY OF EDUCATION

His policy will be one of education. He strongly believes in the opportunity of educating motorists to help themselves and be of benefit to others, and his assumption of the post Thursday will give him the chance he has been awaiting, to propose cures for traffic evils.

Though he has no definite plan, he believes that cruising taxicabs are the cause of the daily congestion in the retail district, and he proposes to attempt a solution which will be based on a combination of justice and public need.

In the solution of the major problems as they pertain to the use of certain thoroughfares, Mr. Conry thinks he will eventually succeed in enlisting the co-operation of the officials of other cities in considering the traffic issue from the standpoint of a metropolitan area rather than an exclusive possession of Boston. He said:

I believe it is possible to educate the drivers. Of these, 95 per cent. are considerate of their own safety and the welfare of others. The rest are reckless, careless, indifferent and selfish and they can and will be dealt with as they deserve.

CITIES TO CO-OPERATE

We can adjust traffic in Boston without vast expenditures of money. Personally I have learned that the quickest way to reach down-town Boston from my home in Jamaica Plain is not by Commonwealth avenue or Beacon street. Motorists from outside follow these streets because they do not know of other routes.

I believe that with the co-operation of Brookline, we can work out a program of education which will relieve congestion on certain streets in Boston and Brookline. Similarly Boston can co-operate with Cambridge, Everett and Chelsea and devise methods of diverting traffic from one or two streets.

The newspapers can help wonderfully. People read them. We have never approached the problem from the standpoint of educating the motorists.

Take Governor square and Haymarket square and Cambridge and Charles streets. It has been the policy to concentrate traffic in such areas. I propose to divert it. If I succeed, I'll be entitled to credit. If I fail it will not be because I did not try.

PARKING PROBLEM SERIOUS

I know that the parking problem is a serious phase of traffic control. Why should we allow persons to park their cars for three hours or all day on land which is worth \$100 per foot? Why should we permit Tremont street between Park and Boylston streets to be occupied by cars which are anchored there for hours? It isn't right and no argument can uphold it.

I will be the last person to inflict punishment on anyone. I want to be just. I intend to tell the retail merchants that I favor regulations which will allow their customers the privilege of parking while they are making purchases but I will be opposed to any plan which permits these shoppers to park their cars for hours in the retail district. There comes a time when they cease to be shoppers, but legitimate shoppers will receive every consideration from me. I know what the merchants need. I am prepared to be of service to them.

No one will have an enemy in Joe Conry, the traffic commissioner. I will co-operate with every driver of a car in Boston but they must co-operate with me by realizing that the convenience of others is just as important as their own convenience.

PROCESSION OF CABS

About taxicabs. I'm not an enemy of the cabmen. But I say from experience, because I have been interested in this problem for a great many years—I compiled a report in 1911—that the constant procession of unoccupied taxicabs in the streets is one of the serious causes of congestion.

There are two factors in the taxicab situation. Both are complementary. Taxi operators have a right to earn a living and the public is entitled to the convenience of cabs. We must learn just where that convenience ends.

Does the business warrant the number of cars on the streets? I don't know, but I plan to satisfy myself about this question. If it were possible I would like to determine the number of casual passengers who use cabs—I mean the number who hail passing cabs. That answer would have a very important bearing on the number of cabs that are needed to serve public convenience.

I aim to tell folks how to get into Boston without passing through Governor square. I expect to have something to say on this subject very soon after I assume office.

THE NEW COMMISSIONER

Col. M. E. Hennessey of The Globe must now cease and desist from his recent practice of introducing the un-certified Joseph A. Conry with the words: "Shake hands with the ex-Traffic Commissioner." Now that there are no Civil Service examinations, the former Congressman will actually become Traffic Commissioner as soon as he can free himself from multitudinous professional commitments which would be inconsistent with a conscientious administration of the Traffic Department. We shall have, certainly, the most personable official of the kind in the United States; and in view of Mr. Conry's political experience in Washington and elsewhere, he should develop into a most efficient director of our highways.

The Mayor is free to name whom he pleases to certain offices. Strangely enough, this grant of new authority has come from a Republican Legislature and a Republican Governor to a Mayor, who, although he ran on a non-partisan platform, is strongly suspected of being a Democrat. Why is it that a Democratic School Street and a Republican Beacon Hill are more neighborly, not to say friendly, than a Republican State House and a Republican City Hall were in the days when Malcolm E. Nichols was Mayor and Alvan T. Fuller was Governor? Is it perhaps merely an illustration of the old saying that civil wars are the fiercest?

A PORT FACILITY

Boston will have a pretty little demonstration today of a port facility which is hardly appreciated even by those who know the port best. A special train is to arrive here today with United States Line officials and guests who will board the Leviathan for the trip back to New York. The twelve cars of that train will be run over a spur track from Commonwealth Pier to the Army Base, and the passengers will step from the train and on the great ship in the dock alongside the base.

Our gigantic dry dock is the only one in the United States which can accommodate the Leviathan. We have the largest pier in the United States. We can run a train directly alongside for the comfort of passengers. Handicapped in some ways, we are well equipped in others, and the energy of the new Port Authority raises the hope and expectation that these facilities will be utilized more and more.

REVISED TUNNEL PLAN PREDICTED

Curley Expected to Approve Harriman - Fay Project—New Entrance

GOODWIN MAY ASK FOR DOUBLE TUBE

Announcement by Mayor Curley of approval of a revised Harriman-Fay East Boston tunnel plan was yesterday predicted as the outcome of the consideration which has been given this \$16,000,000 project since January.

Although the mayor has religiously refrained from committing himself to favor any particular plan, pending the report of the engineers of the transit commission, city planning board and the metropolitan planning division, to whom he gave instructions to agree upon the location of entrances and the route of the tunnel, a triumph of Henry I. Harriman and Frederic H. Fay over the transit commission is not regarded as improbable.

Definite forecasts that the new Harriman-Fay plan will ultimately be accepted were coupled yesterday with the prediction that agitation will be speedily started for the expansion of the proposed single tube tunnel into a double-tube vehicular traffic artery and Chairman Frank A. Goodwin of the finance commission was designated as the probable sponsor of such a plan.

It is possible that Mr. Goodwin will offer this suggestion at the city council meeting Monday if he believes that the time is ripe to point out a more advantageous method of expending \$4,000,000 than by devoting the money to the widening of Cross, Chardon, Portland and Merrimac streets and the creation of a traffic circle in Haymarket square to which he is unalterably opposed.

The statement that Messrs. Harriman and Fay continue to command the consideration which gave them preference over the transit commission during the Nichols administration were guardedly made yesterday.

That some changes have been made in their tunnel plan which was approved by ex-Mayor Nichols is semi-public knowledge. The most important change concerns the location of the Boston entrance. Their old plan provided for the portal, with a traffic circle, at a point near the curve in Cross street. The new idea is the moving of this location along Cross street, on the northerly side of Hanover street, and the traffic circle plan is retained as well as the scheme of the much larger circle in Haymarket square.

MAY ADVISE COUNCIL

How far Chairman Goodwin will go if he advises the city council Monday not to approve the Harriman-Fay bill for the \$4,000,000 widening of Chardon, Cross, Portland and Merrimac streets, is uncertain.

He refused to commit himself yester-

day, but admitted that he had been invited to attend the council meeting but that his intention was to be an observer rather than a participant in any discussion which will involve Messrs. Harriman and Fay and Col. Thomas F. Sullivan, who have been specifically bidden to inform the council about the \$4,000,000 scheme.

The reticence of Chairman Goodwin did not deny the statement, which had the stamp of officialdom, that he will vigorously challenge the wisdom of spending \$4,000,000 for street widenings and throwing traffic unnecessarily into Haymarket square.

It is believed that he will go as far as to question the wisdom of building a single tube tunnel and that he will point out that the most essential need is the widening of the tunnel so as to permit of two tubes and thereby create a worthwhile traffic connection to East Boston.

LOMASNEY OPPOSED

States Objections to West End Street Widenings

Any serious attempt to attach an amendment to the East Boston tunnel bill, authorizing expenditure of \$4,000,000 for the widening of Cross, Chardon and Portland streets and the creation of a huge traffic circle in Haymarket square will be vigorously opposed by Martin M. Lomasney.

He has been watching the situation for weeks without discovering indications of activity, until this week, when the city council was asked, but without immediate success, to approve the bill sponsored by Henry I. Harriman and Frederic H. Fay, which seeks to make the West end street widenings an integral part of the East Boston tunnel project.

LOMASNEY'S STATEMENT

Lomasney said yesterday:

Why not do the job right? Every time these fellows suggest anything, they always approve of the destruction of a great many big buildings. They never seem to want to support any improvement which concerns low-priced buildings and comparatively low-priced land.

Why widen Chardon street? So that all the traffic from Cambridge and Tremont street can be dumped into Haymarket square, now in my opinion, a far worse section than Governor square?

Those fellows ought to know that traffic must be diverted from Haymarket square, not thrown there to add to the confusion. It is the widest square in the city now, I believe, and it is handling more traffic than it should. The need is to divert traffic but Harriman and Fay are trying to make conditions worse.

I know their game. They intend to show what a wonderful scheme it will be if there should be a direct thoroughfare from Bowdoin square to Atlantic avenue, right past the portal of this tunnel entrance.

I'll tell them one. I'll support the one practical and real street widening plan that Harriman has conceived. It is in the Legislature now, awaiting the decision of the tunnel.

MAYOR SIDE-STEPS CHARLESTOWN ROW

Refuses to Enter Controversy Over Parade Marshal

Mayor Curley refused yesterday to become a participant in the many-sided war which is raging in Charlestown over the selection of the chief marshal of the Bunker Hill day parade and the chairman of the celebration committee.

His advice to the representative of factions who are insistent on obtaining recognition was a suggestion to compose their differences and join in an effort to make this year's celebration worthy of remembrance.

Councilman Thomas H. Green has nominated Thomas Flaherty as chief marshal of the parade and Charles Castor as chairman of the celebration committee. He has refused invitations to compromise and is adamant in his attitude that the two men shall be named.

Other candidates for chief marshal include, Daniel Foley, who had the backing of Rep. Charles S. Sullivan, Jr., but who appeared yesterday to have been definitely eliminated, William Woodman, Albert Swanson and Albert Brickley.

The conference between Green, Sullivan, William J. Francis, Robert E. Lee and John McCarthy at City Hall yesterday indicated the bitterness which exists in Charlestown. Failure to reach any agreement led to a conference with Mayor Curley at which he declined to express an opinion. He urged unity of action instead of discord and suggested that another conference early next week ought to be productive of an agreement.

A settlement could have been reached yesterday had Councilman Green been willing to drop Castor and indorse Peter Donovan for chairman of the committee, but he refused.

The indications were that Flaherty will be named chief marshal and that the fight for the chairmanship will be continued.

GLOBE 4/5/30

MAYOR TO LAY STONE OF NEW FIRE STATION

Ceremony to Take Place on
Monday at Bowdoin Sq

On Monday at 1 p m Mayor Curley will lay the corner stone of the new fire station in Bowdoin sq.

Fire Commissioner Edward F. McLaughlin will preside at the exercises and will introduce the following speakers: George E. Robinson, the architect; John I. Fitzgerald, city councilor from the West End section; Chief Daniel F. Sennott of the Boston Fire Department and the Mayor.

The invocation will be offered by Rev Charles P. Heaney of St Joseph's Church, Chambers st, and the benediction will be pronounced by Rev Harry B. Hall of the Temple Street Methodist-Episcopal Church.

The new fire station will cost approximately \$300,000, and is expected to be completed in July.

When it is completed it will provide accommodations for Engine Company 4, formerly located on Bulfinch st; Engine Company 6, now located on Leverett st; Ladder Company 24, now located on North Grove st; Water Tower 1, now at Fort Hill sq, and Rescue Company 3, now located in Charlestown. Accommodations also will be provided for the district chief of District No. 4.

TRANSCRIPT 4/5/30

Mayor Is Neutral in Parade Dispute

Mayor Curley was asked yesterday to intervene in a dispute over the selection of the chief marshal for the parade in Charlestown in connection with the celebration of Bunker Hill Day on June 17, but the mayor took a position of complete neutrality and urged the different factions to settle their differences and concentrate on the arrangement of a program that will reflect credit upon the city.

City Councilor Thomas H. Green has suggested the appointment of Thomas Flaherty as chief marshal of the parade and Charles Castor is chairman of the celebration committee. There are four other candidates for chief marshal, Daniel Foley, William Woodman, Albert Swanson and Albert Brickley, all war veterans. Representative Charles S. Sullivan, Jr., former Senator William J. Francis, former Representative Robert E. Lee and John McCarthy, met with Councilor Green at City Hall today in an attempt to make a choice. Councilor Green rejected a compromise suggestion that the various factions agree on Flaherty for chief marshal if Green would support Peter Donovan instead of Castor for chairman of the committee. The appeal was then made to the mayor. As a result of the mayor's advice the Charlestown men agreed to meet again next week in another effort to reach an agreement. Councilor Green, however, announced his intention of continuing to support Flaherty and Castor.

HERALD 4/5/30

MAY REROUTE LEGION PARADE

Officials Fear Present Plan
Would Deprive Many
Of Spectacle

TIME FACTOR IS OF PRIME IMPORTANCE

By LT-COL. ALFRED J. L. FORD
Herald Legion Editor

The route selected by Dr. William H. Griffin of South Boston and his committee for the American Legion parade at the national convention here Oct. 6, 7, 8 and 9 is only a tentative one, legion officials declared yesterday, and unforeseen emergencies may bring about a change.

It has been argued that the present route would limit the number of persons able to see the more than 70,000 members of the legion and its auxiliary with bands and drum and bugle corps.

At the present time plans call for a line of march beginning at Commonwealth avenue and Arlington street, proceeding to Beacon street, to Park street, to Tremont street, to Boylston street, to Columbus avenue as far as Massachusetts avenue.

TO AVOID CONGESTION

During a recent visit to Boston National Adjutant James J. Barton went over the tentative route with Dr. Griffin. The latter, after a careful study, chose the present route, feeling it would give troops plenty of time to reach designated points of formation for various departments.

Furthermore, he declared, the side streets entering Commonwealth avenue would prove ideal points for the departments to fall into the line of march. In addition, Dr. Griffin believes the dismissal point at Massachusetts avenue is far enough removed from the heart of the business district to avoid undue congestion at the end of the parade.

Many have declared that the Dewey parade, following the Spanish war, and the Yankee division parade in 1919 was over a much longer route and yet hundreds of thousands of persons were disappointed at being unable to witness the spectacles. That route started at Commonwealth avenue and proceeded to Massachusetts avenue, Columbus avenue, to Northampton street, to Tremont street, to Park street, to Beacon street, disbanding at Massachusetts avenue.

By swinging down Massachusetts avenue to Northampton and Tremont streets, advocates favoring the route taken by the two previous parades point out that there would be much more room for spectators and that it would relieve considerable congestion in the business district.

Locations of the reviewing stands would be unchanged, with the Governor's stand at the State House and the mayor's stand along the Lafayette mall on the Common.

TIME FACTOR IMPORTANT

The time factor is of primary importance in parades of such length, legion officials declare.

HAS PROGRAM FOR PUBLICITY

Mayor Curley Gets Outline
From Bureau

Mayor Curley was handed today for consideration an outline of a program of action by the city's Commercial, Industrial and Publicity Bureau, calling for research, advertising and personal follow-up work by leaders of this bureau with the idea of attracting new industries to Boston.

The program, drawn up by John T. Scully and Thomas A. Mullen, directors of industries and publicity, aided by Secretary Frederic E. Dowling, will shortly be passed upon by Mr. Curley.

The bureau is receiving the cooperation of Harvard and Boston Universities' leaders, and of those of Boston and Tufts Colleges and M. I. T., and from these sources are to come maps, graphs, statistical exhibits and municipal facts to be used in sales "talks" to leaders of industries who it is hoped could be attracted by the facilities for the conduct of their enterprise which this community holds out.

The publicity end of this promotion work would include display advertising in newspapers, periodicals and magazines, and write-ups served to publications which would use them for their general news interest. A standard Boston advertising poster would be prepared for exhibition in all communities which have a rail or steamship connection with Boston.

DAY
New London, Ct.

JUN 15 1935

Governors Demand Railroad Changes

BOSTON, June 15 (AP)—The governors of the New England states have given four railroads—the Boston & Maine, the New Haven, the Pennsylvania and the New York Central, 30 days in which to submit a solution to New England's complex railroad problem.

The decision was rendered yesterday after a closed, three hour conference attended by four New England governors and former Governor Roland H. Spaulding of New Hampshire, who represented the governors of Vermont and New Hampshire by proxy.

The railroad presidents at the meeting were: M. W. Clement, Pennsylvania, F. E. Williamson, New York Central; Howard S. Palmer, New Haven, and Edward S. French, Boston & Maine.

The special advisory committee also discussed in its report the possibility of unification of the Boston & Maine and the New Haven, a proposal described, however, as being possible only if the Pennsylvania relinquished its New England holdings and financial rehabilitation of the New Haven was accomplished.

AMERICAN 4/5/30

BOSTON must regain control of its police department AT ONCE.

No further proof of the need for such action is wanted than the unintentional expose of state control by Police Commissioner Wilson at the Garrett hearings.

Here we have a spectacle unparalleled in the history of present day municipal affairs. The all-powerful directing head of the police department is shown by his own testimony as practically ignoring grievous conditions in the police department.

And the great city which pays his salary and that of the hundreds of men under his control is POWERLESS to do anything about it; to protect itself; OR TO ELIMINATE GLARING EVILS in the department.

The Legislature must do one of two things now. It must either give us back control of the police, or it MUST ACCEPT FULL RESPONSIBILITY for the continuance of corruption and inefficiency in the department.

Boston has smarted under the taking away from it by the Legislature of its rights to run its own affairs for too long a time now. Some relief has been obtained through the Legislature passing the measure relieving the Civil Service Commission from passing on department heads appointed by the mayor. This was a step in the right direction.

But far more important is the return of its police department to the people of Boston.

The department is purely a LOCAL institution. As such it does not fall within the proper sphere of any state legislative or executive department.

The obnoxious system of state control of the police department began in 1885.

Forty-five years of it is MORE THAN ENOUGH to convince the people of Boston that such a scheme is not only wrong in theory, but very bad in practice, AND A BRAZEN INVASION OF THE RIGHTS OF THE CITIZENS.

Mayor Nathan Matthews, one of Boston's most

With the Garrett case story before it, and the spectacle of the state-appointed police commissioner dodging and avoiding all responsibility or blame, the demand for home rule should be unchallenged.

Mr. Wilson, as Police Commissioner, is responsible to no one in the city administration. He is appointed by the state and reports only to state officials.

The mayor and council of the city are responsible for the safety and welfare of the people, with NO VOICE in the management or control of the most vital elements necessary to the results they MUST bring about.

The injustice of the present method of police control has been apparent for years. IT HAS BEEN AN UNWARRANTED HUMILIATION OF A GREAT CITY. Its unresponsiveness to the people who pay the bills of the police department through taxes is shown indisputably through the Wilson episode.

intelligent and progressive mayors, the man who was perhaps more instrumental than any other in giving Boston a basically sound form of city government, realized the menace in state control when he said:

"The control of the Boston police force by the Commonwealth is a violation of the principle of local self government and a constant source of irritation to the people."

The Legislature has ample time at this session to remedy this situation.

There can be no sane argument against the restoration of the great principle of home rule to the people of Boston.

Let the people of Boston control their police department. Let all department officials be responsible to the people. Only in this way can SUCH SPECTACLES AS ARE NOW BEFORE US BE AVOIDED.

GLOBE 4/5/30

MAYOR PRESENTS CUP FOR TIME PRIZE IN ANNUAL CATHEDRAL RUN APRIL 12

5



MAYOR CURLEY PRESENTS TROPHY

Left to Right—Daniel J. Fitzpatrick, Mayor Curley, Joseph E. Hickey, Paul Sylvester.

Mayor Curley yesterday presented the Cathedral Young Men's Catholic Association a silver cup to be used as a time prize in the organization's 20th annual 10-mile cross-country run next Saturday.

The presentation was made in the Mayor's office to Daniel J. Fitzpatrick, Pres Joseph Hickey and Paul Sylves-

ter, representing the club. Mayor Curley expressed interest in the race and voiced hopes for its success.

Entries close Thursday.

Among the 75 whose entries had been received up to last night were these:

William Simons, last year's time-prize winner and first-place winner in 1928; William C. Zepp, New England 10-mile champion;

Jimmie Zinck, Dana Hutchinson, William Clifford, Ben O'Hara, George McAlpine, the Yenell brothers, James Glider, William Morse and George Costarakis of the Dorchester Club; Tom Smith, Earl Collins, Willard Gillette, Frank McCune, Paul Murphy, Earl Macklin, Armand Michiran, Paul Casano and Roy Bell of the Medford A. A.; Edgar Johns and Edmund Downey, Uphams Corner Gym; James Herne, Cathedral Club; Louis Lavorgne, C. S. M. Gym, Malden, and Al Frayling, unattached.

HERALD 4/5/30

SAYS HARBOR SURVEY INCLUDED IN NEW BILL

**McCormack Informs Mayor of Action
In Washington**

Congressman John W. McCormack reported to Mayor Curley yesterday that in the new draft of the rivers and harbors bill provision will be made for a complete survey of Boston harbor as well as provision for the removal of the so called middle ground between Presidents roads and the navy yard.

The congressman also made known that specific provision has been inserted in the bill for a survey of the advisability of deepening Weymouth Fore river from Hingham bay to Weymouth Fore River bridge.

These are the major harbor improvements which the mayor asked the senators and congressmen from Massachusetts to present to the congressional committee and they include practically all of the recommendations of the port authority and the maritime association of the chamber of commerce.

GLOBE 4/5/30

GOODWIN WILL RENEW FIGHT AGAINST TUNNEL

Chairman Frank A. Goodwin of the Finance Commission, whose opposition to the plans of the East Boston tunnel held up the project under Mayor Nichols, on Monday will appear before the City Council to oppose indorsement of \$4,000,000 additional for the East Boston tunnel.

Henry I. Harriman, president of the Chamber of Commerce, and Frederic H. Fay, chairman of the Boston Planning Board, will appear for the tunnel plans as they stand at present.

It is reported that Chairman Goodwin will not permit the tunnel plans to be revamped to permit widening of Cross st and construction of two traffic circles on the Boston side, one at the entrance and the other at Haymarket sq, if he can prevent it.

CURLEY APPROVES MUNICIPAL CONTRACTS

Mayor Curley yesterday approved the following contracts:

Loam for the Park Department, \$8000, to M. McGinnis Company, Jamaica Plain; brick garage for Park Department at Franklin Park, \$40,700, to John E. Dolan.

The Mayor also gave permission for the Public Works Department to proceed with a sanitary sewer on Cummings highway, \$3700; catch basin for surface drain on Arlington st, Hyde Park, \$3800, and a sanitary sewer Warren st, Brighton, \$17,143.

NEPONSET SCHOOL

SOLD FOR \$13,400

The upset price of \$9000 was placed on the unused Walnut Street School in the Neponset district, but Mayor Curley announced yesterday that City Auctioneer Edward E. Foye sold it at auction to John P. Riley of Neponset, for \$13,400.

Named Supervisor

Peter F. Garrity, deputy supervisor of the city sanitary division at \$3500, has been named supervisor at \$4000 to replace Daniel H. Gillespie.

Boston Gets a Bit of Home Rule



THE Governor, the Legislature and the civil service commission are to be commended for seeing to it that simple justice was given the city of Boston in the matter of civil service control over appointments by the Mayor of Boston.

The Boston Traveler in an editorial in February pointed out the injustice of a system under which the mayor of Boston was placed at a disadvantage; not only the mayor, but the people of Boston. Under the then existing law certain appointments by the mayor were not in force unless the civil service commission confirmed them. The civil service commission is composed of men appointed by the Governor.

In theory, the system was a check on any mayor who might wish to engage in sharp practices. In fact, it was an unnecessary embarrassment to the person chosen by the voters of Boston to be their chief magistrate. The members of the civil service commission, gentlemen of high character, it is true, were, nevertheless, almost invariably appointees of a Governor who was a member of a political party with which the majority of the voters of Boston were not aligned.

Following the Traveler editorial, the Legislature wiped out the law, with the aid of the Governor and approval of the civil service commission itself. Aside from the fact that there is no imminent danger of the new freedom being abused, if in years to come a mayor should try any tricks, the voters of Boston could take care of him quickly, if the courts did not get him first.

The situation was brought to a sharp crisis by the civil service commission's failure to confirm the appointment of Joseph A. Conry as traffic commissioner. A person of less prestige would not have served so well as a case in point. Happily, Mr. Conry is now appointed and we are well pleased.

TRANSCRIPT 4/5/30

Registrar Daily
Guest of Friends

City Registrar Henry L. Daily, one of the last of Mayor Curley's appointees to be confirmed by the Civil Service Commission, yesterday received substantial tokens of the esteem in which he is held by newspaper associates. A delegation of his friends on the Boston American, headed by James Reardon, associate managing editor, called at the Registry to present him with a gold wrist watch, and in the evening the City Hall newspapermen and others gave Mr. Daily a dinner at the Boylston Schulverein, Jamaica Plain, where he was presented with a hammered bronze desk set, the presentation speech being made by Edwin Collins of the Boston Globe. Captain John J. Lydon, soldiers' relief commissioner, represented Mayor Curley.

TRAFFIC CIRCLE
BATTLE LOOMS

Mayor Curley Orders Expert to Explain Need of Costly Project

Mayor Curley took action today to make certain that the Charles street widening project and the traffic circle at Longfellow bridge which the finance commission is threatening to investigate, will not reflect unfavorably upon him or his administration.

He took immediate cognizance of criticism about the unnecessarily large area which the traffic circle is planned to embrace and ordered Robert Whitten, consulting engineer of the city planning board to prepare a statement, setting forth in detail, his reasons for creating the plan.

Responsibility for the plans was attributed to Whitten and the mayor, disclaiming expert knowledge of engineering problems, virtually demanded that Whitten offer satisfactory explanation of the necessity of such a circle as the mayor has approved.

The naming of Whiting as the engineer who conceived the plans for the circle which suddenly became a very expensive project shifted the responsibility from the street commission and revealed the real story of the project.

No definite plan for widening Charles street and for the laying out of traffic circles at the Longfellow and Craigie bridges was bequeathed to Mayor Curley by his predecessor. There were several suggestive plans.

Whitten is said to have been among those who were asked to pass judgment upon suggestions, and as a result of his participation he is said to have conceived the huge traffic circle plan which the mayor approved because he believed that Whitten's judgment was far superior to his opinion as a layman.

Whitten maintains that the traffic tangle at Cambridge and Charles streets is worse than at Governor square, and that solution of the problem demands a traffic circle of the dimensions which he recommended.

DAILY FETED BY
NEWSPAPER MEN

City Registrar Henry L. Daily was the guest of City Hall newspaper men last night at the Boylston Schulverein, Jamaica Plain, when he was presented with a hammered bronze desk set in recognition of his appointment to head a municipal department. Capt. John J. Lydon represented Mayor Curley, while other guests were Election Commissioner Frank Seiberlich, and several officials of his department.

CAMBRIDGE ST. TRAFFIC CIRCLE INQUIRY LOOMS

Goodwin Concerned Over
Increased Outlay for
Land Takings

SUDDEN SHIFT IN PLAN IS SURPRISE

Damages of \$655,000 on
26 Parcels Already
Awarded

The finance commission will investigate the cost of the proposed traffic circle at Cambridge and Charles streets, involved in the widening of Charles street, if it appears to Chairman Frank A. Goodwin that the expenditure which it is planned to make to relieve traffic congestion at this point is excessive.

Mr. Goodwin declared that no criticism of the change in the original plan for the traffic circle has been made and any inquiry will be confined to the question of excessive or unnecessary expenditures.

SUDDEN SHIFT

The sudden shift from a plan which involved the destruction of but two buildings to a pretentious traffic circle, 240 feet in diameter, at Cambridge street and a circle of 60 feet shorter diameter at Craigie bridge necessitating the taking of 26 parcels of property, for which damages of \$655,000 were awarded this week, has created marked surprise.

Two real estate operators, who have been signally successful in acquiring land which has subsequently been included in takings for street widenings and other public purposes in the West end have suddenly loomed as the central figures in the circle project.

The charge has been made that the original plans were changed because of the influence which they exerted and that they are scheduled to be the principal beneficiaries of the circle project.

As now planned, traffic congestion at Cambridge and Charles streets will be relieved by the adoption of a rotary traffic movement which will compel vehicles to follow the outside rim of a huge circle extending from a point close to the main building at the Charles street jail to a point 170 feet south of the intersection.

PUBLIC MOTOR PARK

The only suggestion for utilization of the great area of land between the rims of the circle is to throw it open as a public motor park.

Curley Prize for Race



A silver cup, offered by Mayor Curley to the winner of the time prize in the 10th annual 10-mile cross-country handicap run of the Cathedral Y. M. C. A., Saturday, April 12, was presented to representatives of the organization today. President Joseph E. Hickey, manager of the race; Daniel J. Fitzpatrick, assistant manager, and Paul E. Sylvester were greeted by the mayor and received the cup. Left to right are Daniel J. Fitzpatrick, Mayor Curley Joseph E. Hickey, president and Paul Sylvester.

Originally it was intended to relieve congestion by the setting off of an elliptical shaped area at Cambridge and Charles streets instead of a circle. That scheme was dropped.

For the street widening and the traffic circles, an expenditure of \$1,000,000 was authorized by the 1929 Legislature. Estimates of the cost of street construction and of the underpass which will, in two years, be built to connect Charles street and Embankment road indicate that only \$200,000 of the total expenditure will be necessary for street construction.

Death of Mrs. Harriet J. Bradbury

Widow of Fred'k T. Bradbury and Sister of Geo. R. White Boston's Great Benefactor

Mrs. Harriet J. Bradbury, widow of Frederick Thomas Bradbury, and sister of George Robert White, the city's great benefactor, who died eight years ago, leaving his property, about \$5,000,000 in real estate to the city, the income to be used for the good of the public, died today at her home, 285 Commonwealth avenue, Back Bay.

The funeral will be held Sunday at 2.30 P. M. from the Commonwealth avenue home.

The White will was announced the night of the Curley testimonial banquet at the Copley-Plaza and the question immediately arose in Mr. Curley's mind what to do with the income.

Dr. Charles S. Wllinsky of the health department, a pioneer in preventive health work, was experimenting along those lines in the old West End health unit, Blossom street, and it did not take Mr. Curley long to determine just what uses this money should be put to.

Mrs. Bradbury, who was close to her brother in all his successful business years, and knew his mind on great humanitarian problems, accepted the Curley idea with great enthusiasm, saying this was the work that was closest to the heart of her brother always.

Mrs. Bradbury always attended the dedication of the various health units throughout the city, even being present at the dedication on Nov. 22 last at the latest one, located at the corner of High and Elm streets, Charlestown.

III Health Prevented Interview

A few weeks ago when Mayor Curley started the nucleus of an endowment fund for the maintenance of the health unit work, he remarked privately that he would seek an interview with Mrs. Bradbury to ascertain her attitude toward the movement. The mayor suggested that she might accept such a name for the fund as the Harriet J. Bradbury Foundation for the Boston Health Units. But Mrs. Bradbury's ill health prevented any such interview. There is hope, however, that she had provided for the maintenance of the health units in her will.

She herself had her own interests of a large public character to which she was devoted, and last fall at the Boston Museum of Fine Arts there were dedicated two rooms and a courtyard that were her generous gifts to the Museum.

Mrs. Bradbury was a native of South Acton. Her parents were Captain John H. and Mary White. Captain White saw service in the Civil War and was with General Butler at New Orleans, in which city he lost his life.

Came to Boston in 1864

In 1864 Captain White's family moved to Boston, and the son of the family, George R. White, accepted a position with Wright & Potter, as it was then called, which concern subsequently became the Potter Drug & Chemical Company. Mrs. Bradbury was married in the early seventies and she and her husband first set up housekeeping in the South End, the home for some time having been at 103 Pembroke street; and during those years George R. White, her

brother, made his home with them. Later Mr. and Mrs. Bradbury moved to 197 Marlboro street, and still later they moved to 285 Commonwealth avenue, which had been the family home for thirty years or so. A sister of Mrs. Bradbury, Mrs. Edward Sullivan, who lived at 238 Commonwealth avenue, died in 1914, and the brother Jan. 27, 1922, so that Mrs. Bradbury is the last of her family. Mr. Bradbury passed away March 9, 1919.

Mrs. Bradbury's gift to the Boston Museum of Fine Arts already referred to, was really the carrying out of an idea that was long in her distinguished brother's mind, for he had for some time thought of doing something worth while for the Museum, and brother and sister had often discussed the form that such a gift should take. Much of the furnishings for the two rooms were brought over from Europe, and Mrs. Bradbury took a keen and intimate interest in them, especially in the articles that came from Hamilton Castle in Scotland. Mr. White, her brother, it will be recalled was a trustee of the Museum, so it was but natural that the interests of this large institution should be close to the sister's heart.

Similarly Mrs. Bradbury was interested in the Massachusetts College of Pharmacy for that, too, was one of the institutions that her brother kept in the forefront of his mind. Mrs. Bradbury had been abroad several times, but those trips were during the earlier years of her married life.

"A Genuine Loss to City"

Mayor Curley, in Speaking of Mrs. Bradbury's Death, Says Her Life Was One of Devoted Service

Mayor Curley today made the following statement upon receipt of the news of the death of Mrs. Harriet J. Bradbury:

"The sad news was received this morning that Mrs. Harriet J. Bradbury, sister of the late George Robert White, was dead. The death of Mrs. Bradbury is a genuine loss to the city of Boston and more particularly to the sick mothers and children of our city to whom she had given devoted service for the past ten years.

"To her interest in the George Robert White Fund Health Units may be traced the progress and success of this beneficent work for everyone in our city requiring medical or surgical advice or assistance.

"Genial, kindly, truly philanthropic, as custodian of wealth during a lifetime, it was her aim to expend it, that the lot might be happier of all in our community that were heavily burdened.

"A life of service to humanity has earned for her the good will and prayers of the people of our city. May it merit her Divine reward."

Mrs. Bradbury Advisor on the Units Established Throughout City

Mrs. Harriet J. Bradbury, sister of George Robert White, benefactor, who left \$5,000,000 in real estate to be used for public good, died today at her home, 285 Commonwealth avenue. She was the widow of Frederick Thomas Bradbury.

The George Robert White fund was established upon the advice of Mrs. Bradbury, who accepted the idea from Mayor Curley, eight years ago. The announcement of the will disposing of the big estate was made at a testimonial banquet given to the mayor.

It was decided that the income from the White estate should be used in preventive health work. Mrs. Bradbury was enthusiastic about the mayor's plan of spending the money, and said she knew this work was the closest to the heart of her late brother.

Mrs. Bradbury was 78 and a native of South Acton. Her home was at 285 Commonwealth avenue. She had a summer home at Manchester. She had been ill about two months.

She was interested in art, and made donations to the Museum of Fine Arts. She was also interested in the work of the Massachusetts College of Pharmacy.

Funeral services will be held at her late home Sunday afternoon at 2:30.

Mayor Curley paid this tribute to Mrs. Bradbury:

"The sad news was received this morning that Mrs. Harriet J. Bradbury, sister of the late George Robert White, was dead. The death of Mrs. Bradbury is a genuine loss to the city of Boston and more particularly to the sick mothers and children of our city, to whom she has given devoted service for the past 10 years.

"To her interest in the George Robert White Fund Health Units may be traced the progress and success of this beneficent work for everyone in our city requiring medical or surgical advice or assistance.

"Genial, kindly, truly philanthropic, as custodian of wealth during a lifetime, it was her aim to expend it, that the lot might be happier of all in our community that were heavily burdened.

"A life of service to humanity has earned for her the good will and prayers of the people of our city. May it merit her Divine reward."

AMERICAN 8/5/30

CURLEY, FITZGERALD BACK FIGHT TO GIVE BOSTON HOME RULE

AGREE MAYOR SHOULD NAME POLICE HEAD

Legislators Also Join Battle
to Take That Power
From Governor

The demand of the Boston Evening American for delegation of power to the City of Boston to appoint its police commissioner has received the vigorous support of Mayor James M. Curley and ex-Mayor John F. Fitzgerald.

For more than a decade both have unsuccessfully fought for the abolition of State interference in the appointment of municipal department heads but they predict the picture of his administration of police affairs painted by Commissioner Wilson in his testimony at the Garrett probe would prompt the citizenry of Boston to demand appointment of the police head at the hands of the mayor.

While Mayor Curley refrained from comment on the revelations of the Wilson testimony "until all the evidence in the case has been presented," ex-Mayor Fitzgerald was outspoken on the disclosures it made public.

FOR HOME RULE

The statement of Mayor Curley is as follows:

"Replying to your request for a statement relative to the appointment of the police commissioner, I beg to say that I have always believed in home rule for the government of the city of Boston. In justice to myself, at this time I must adopt the same policy as his excellency the governor, namely, to refrain from making any statement of my own views relative to the conduct of Commissioner Wilson until all the evidence in the case has been presented."

Ex-Mayor Fitzgerald said: "The

state authorities took away from Boston the privilege of appointing the police commissioner because they thought the city incapable of handling it effectively. The Garrett investigation has shown the State unfit to carry the responsibility of the appointment.

"Everyone knew for years that Wilson was not the right man for the job and he should have resigned or have been removed long ago.

BOSTON IS HELPLESS

"There is no reason why the city should not have the power of appointing the police commissioner since it now names the heads of all other municipal departments.

"The Garrett case has shown that the State has made a mess of its power. The statements purported to have been made by Wilson on the stand were enough to show he was unfit for the job.

"I heartily approve of the demand made by the Boston Evening American for return to the city of Boston of the right to appoint its police commissioner."

Governor Allen and ex-Mayor Nichols both refused to discuss transfer of the appointive power.

HEARN FOR PLAN

Rep. William H. Hearn of East Boston said: "I believe that the mayor of Boston is fully competent to appoint a police commissioner.

"Such a situation would work out to much greater advantage by reason of the fact that the mayor must approve all expenditures for the police department. It is essential that the mayor and the police commissioner work in harmony.

"This is, of course, only another of the many petty interferences by the state with home rule in Boston."

GOVERNOR SHOULD FAVOR

Representative Timothy J. McDonough of Jamaica Plain said: "The Legislature has just passed and the governor has signed the bill removing civil service confirmation from department head appointments made by the mayor of Boston. To be consistent, the Legislature and the governor must favor the bill to restore to the mayor of Boston the right to appoint the city's own police commissioner."

"Boston pays all of the expenses of the police department and should have complete say in

to who the commissioner should be. It is about time that this measure of home rule be restored to the citizens of Boston."

Senator Frank W. Osborne of Lynn said: "Transferring the appointing power from the Governor to the Mayor of Boston in the matter of the police commissionership is something I would like to give mature consideration. Undoubtedly there is something to be said on both sides."

CLEAR ADVANTAGE

Rep. Thomas S. Kennedy, Boston—"The advantage of placing the appointing power in the hands of the mayor instead of the governor is clear. The mayor is far more than the governor responsible for and interested in the City of Boston. His responsibility to the electorate for his appointments is much more direct than that of the governor.

"Appointments by the mayor also satisfy the home rule principle, while appointments by the governor do not. It certainly would be hard to prove that State control of the Boston police department is superior in the administration of its affairs to that of the City of Boston."

Colleges Now at Work for a Bigger Boston

Experts Prepare Plans for
Business Expansion
Campaign

Three Distinct Lines
Research, Advertising and
Personal Contact
Stressed

Important material which will be used by the city's Commercial, Industrial and Publicity Bureau, in connection with its program for industrial expansion, is now being prepared by technically trained men associated with several of the larger educational institutions in Greater Boston. Some of this material is being prepared at Harvard University and the Massachusetts Institute of Technology, and other studies of a similar nature are being made at Boston University, Boston College and Tufts College. In each case the study is being conducted by members of the faculty who are recognized experts in their respective lines.

This information is given out today by John T. Scully, director of industries and a member of the Commercial, Industrial and Publicity Bureau, who shares Mayor James M. Curley's opinion that the educational institutions of a city are the strongest allies of commercial and industrial progress. The idea of industrial promotion under municipal auspices originated in this city, and has been adopted with success in other large cities of the country. Here, for the first time however, local educational institutions are given a prominent part in the program, and this is one of the ideas which Mayor Curley emphasized so forcibly at the dinner which he gave to a large number of business men at the Chamber of Commerce a few weeks ago.

The general program to be carried out by the Commercial, Industrial and Publicity Bureau. Mr. Scully also stated, might be described in the following manner:

Three Distinct Lines

After a careful study of all available material on the subject of industrial development programs, and guided by the experience of other large cities in which similar work has been undertaken with considerable success, the Commercial, Industrial and Publicity Bureau proposes to conduct its work along three separate and distinct lines, to include:

- (a) Research.
- (b) Advertising.
- (c) Personal contact with prospective new industries.

Under the heading of Research and

Fact-Finding, the Bureau is assured of the hearty co-operation of the educational and technical institutions in obtaining a comprehensive survey of what the city actually is, and what it offers in the way of advantages to new industries, and to manufacturers and producers of commodities in most general demand. This should develop an accurate inventory of the city's commercial and industrial assets, and provide important basic data for general advertising and publicity purposes. It will also constitute, in a large measure, the Bureau's "sales talk" in approaching outside enterprises which it is hoped to attract here.

A survey of this character, made under the intelligent direction of the educational institutions, would include maps, graphs, statistical exhibits and municipal facts, from which any person may form an opinion as to the desirability of Boston in respect to a business location. These salient features should set forth clearly, precisely, and in the fewest possible words

1.—Accessibility and quality of various raw materials, and cost of transportation to Boston.

2.—Accessibility of finished product to the markets of the world.

3.—Cost and adaptability of industry that Boston itself is the trading center of more than 4,000,000 people living within fifty miles of the State House.

4.—Cost and adaptability of industrial sites, or price range of leases and rentals.

5.—Construction costs.

6.—Tax and water rates.

7.—Availability of labor, character, wage-level and general freedom from strikes.

8.—Cost, capacity and character of power, and whether electricity, gas, coal or oil.

9.—General trend of legislation as affecting industries and manufacturers.

A survey of this nature—and not necessarily expensive either in study or preparation—should include the vital facts concerning:

1.—General market and living conditions, and the availability of fresh food supplies.

2.—Housing facilities.

3.—Educational and recreational facilities.

4.—Opportunities for religious and fraternal association.

The importance of advertising and publicity is self-evident. Without advertising and publicity the surveys recommended would be of no avail. Publicity naturally divides itself into these classes:

1. Display advertising in newspapers, periodicals and magazines.

2. Industrial and feature "write-ups" for such publications as will

use them for their general news interest.

3. Literature and pamphlets dealing with the industrial and historic assets of the city, for general distribution.

4. Preparation of material for public addresses and debates, largely in demand by the schools and colleges, here and elsewhere.

5. Co-operation and friendly relation with general advertisers with a view to encouraging the use in their advertising of the "industrial assets" as developed by the bureau's surveys.

6. Representation at the most important industrial expositions and trade gatherings, with exhibits produced by our surveys.

7. Adoption of a standard poster, the use of which to be urged at all stations and ports touched by railroads and steamship lines connecting with Boston.

8. Development of a direct mailing list to which may be sent, as frequently as possible, literature and pamphlets descriptive of the city and its commercial and industrial advantages.

9. Radio broadcasting.

Radio Comes Last

The use of the radio is suggested last, because it is the most expensive form of publicity. There is a possibility, however, that this form of advertising might be used to some extent through friendly relations with firms employing this medium of attracting public attention.

Direct communication and personal contact with the industrial leaders in other cities who may be interested in an opportunity for expansion, removal, or the establishing of branch locations in a city offering so many advantages as Boston presents, seems the most advisable method of procedure.

"Leads" of this character can come from many sources, and several of them have already reached the office of the Bureau—and are being carefully followed.

Sales promotion—and that is what the Bureau hopes and believes it can accomplish—selling Boston to new business and new industry—consists of creating a need as well as a commodity.

Through a well-planned campaign of literature, directed personally to the industrial leaders of the country who might be interested in Boston and its trading population of 4,000,000 people, the Bureau believes that it can create a need of Boston, and by following that line of action with a personal visit, whenever or wherever it finds the slightest interest, we believe that we can sell Boston to the mutual advantage of all concerned.

More industries mean more workers, more workers mean larger payrolls, larger payrolls mean more spending, more spending means more business and all of this leads to placing Boston where she belongs in the leadership among the industrial cities of the country.

TRANSCRIPT 4/6/30

TRANSCRIPT 4/10/30

Says Traffic Demands Big Plans Drawn

4/6 Robert Whitten Reports to the Mayor on Charles Street Construction

Report was filed with Mayor Curley today by Robert Whitten, consulting engineer for the City Planning Board, on the huge traffic circle that has been provided for at the end of the Longfellow Bridge, Charles and Cambridge streets. The mayor requested the report in view of the criticism that has followed publication of the plans which will mean the taking by eminent domain of twenty-six parcels of property, for which damages of \$655,000 have been awarded.

Mr. Whitten, who suggested the plans for the circle which the engineers of the street laying-out department developed, says that the 240-foot diameter of the circle is considered a minimum to give adequate space for weaving, owing to the volume of traffic and the number of entering streets. In the case of the proposed circle at the Charles River dam, the radius is approximately 100 feet. This means a diameter of 200 feet. With four roadways entering the circle and with the location of the piers of the elevated structure, it is impossible to develop an efficient traffic circle with a smaller radius than that proposed, Mr. Whitten says.

"The primary object of a traffic circle is to secure a continuous flow of traffic instead of the usual stop and go method of control at the ordinary intersection," says the report. "This means that there must be a sufficient length of roadway between entering streets to give vehicles an opportunity to weave in and out. If adjacent streets enter the circle at an acute angle with each other, vehicles are compelled to cross at right angles and there is no opportunity for weaving. Unless the traffic circle is large enough to permit vehicles to weave in and out without right angle crossings, it will not justify the expense involved."

"Cleveland Circle at Beacon street, Chestnut Hill Drive, built in 1907, has an inner radius of 90 feet and a diameter of 180 feet. It also has a roadway width of 65 feet and a 20-foot sidewalk width, whereas the circles proposed in connection with the Charles Street widening provide only for a fifty-foot roadway and a ten-foot sidewalk.

"Columbus Park Circle has a radius of 92.5 feet, or a diameter of 185 feet with a roadway width of 67.5 feet and a 15-foot sidewalk.

"Columbus Circle in New York has an outer radius of 225 feet or 450 feet in diameter.

"Dupont Circle in Washington has an inner radius of 185 feet or a diameter of 370 feet, with 45-foot roadway and 20-foot sidewalks.

"Grant Circle in Washington has an inner radius of 150 feet or a diameter of 300 feet with a 45-foot roadway.

Sherman Circle, Washington, has an inner radius of 160 feet or a diameter of 320 feet with a 40-foot roadway.

"Washington Circle has an inner radius of 175 feet and diameter of 350 feet with a road width of 45 feet.

"Commodore Barney Circle has an inner radius of 260 feet or a diameter of 520 feet with a road width of 60 feet.

"In connection with these circles in Washington, Colonel U. S. Grant, 3d, of the National Capitol Park and Planning Commission, has written to the City Planning Board under date of March 11, 1939. 'We have daily cause to be thankful for the creation of these circles in Washington at points where more than four streets converge because of the great help which such circles have been to the handling of traffic.'

"According to a traffic count made in 1927, 15,200 vehicles passed over the viaduct bridge during a ten-hour period. Approximately 11,000 vehicles passed over the Longfellow Bridge during a similar period; 15,000 vehicles passed through Cambridge street, Charles street, at the same time carrying 9500 vehicles during a ten-hour period. The absolute necessities of this immense volume of traffic are the only factors controlling the size of the proposed circles."

Commander of V. F. W. to Be Here Thursday

4/10 Hezekiah N. Duff, National Head, Will Take Part in Patriots' Day Observance

Definite plans for the reception to be given Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars, who will make an official visit to Boston next Thursday with Mrs. Bessie Hanken, national president of the ladies' auxiliary, and other organization officials, have just been announced by Department Quartermaster William A. Dinsmore.

A series of luncheons and receptions will be interspersed with official meetings and inspection of all government hospitals in Massachusetts. The party will arrive in Boston Thursday at 10:30 A. M. at the South Station and they will be greeted by State Commander Max Singer and a committee including Eugene P. Carver, past Commander-in-chief; Joseph Hanken, past department commander and national councillor; George Cronin, department junior vice commander; Joseph Fern, department councillor, and Walter Howard.

After receiving an official welcome, Commander Duff and his party will be escorted to the State House where greetings of the Commonwealth will be extended by Governor Frank Allen. Following a tour of points of interest on Beacon Hill, the guest will be escorted to City Hall to meet Mayor Curley. Later a luncheon will be given at the Parker House with Governor Allen as host.

Saturday, Patriots' Day, there will be a continuous round of events. In the morning, the veterans will join with the City of Boston in the celebration of the day. At exercises at North Square, Copp's Hill and Elliot Square, Roxbury, Commander Duff will speak. Immediately following, the party will be given a luncheon at the Ritz-Carlton Hotel by Mayor Curley. Chairmen of all post poppy committees will attend a meeting in the afternoon at the Elks' Hotel when the guest will outline plans for this year's drive during which the organization expects to dispose of more than six million of the emblematic Flanders Field flowers made by disabled veterans in hospitals throughout the country.

4/6 TRAVELER ADVERTISE BOSTON PORT, MAYOR URGE

Says Chicago and Mid-West Should Be Covered

4/6 Mayor Curley's suggestion that steamship companies advertise the port of Boston in Chicago and other sections of the middle West was endorsed last night by Charles Stewart, Boston agent for the Cunard Steamship Company, who spoke at the Steamship night of the Beacon Society at the Algonquin Club.

Before the world war Chicago travelers frequently embarked from Boston, but their use of this port has fallen off because the port is not properly advertised now, he said.

He urged support for appropriations requested for the dredging of the harbor.

Eugene E. O'Donnell, president of the Eastern Steamship Company, spoke of the growth of that line, which in 1929 carried 500,000 passengers without loss of life.

H. Gerrish Smith, president of the National Council of American Shipbuilders, spoke of New England as the cradle of American ship building. He spoke of the difficulties of American ship-building concerns to compete with foreign builders because of higher wages paid in this country. Fifty per cent. of the American exports ought to be carried in American-built ships, he declared.

ADVERTISER 4/6/30

FIGHT LOOMS ON NEW \$4,000,000 TUNNEL GRANT

Councilors Wilson and Fitzgerald to Join Goodwin in Opposition

Taking the same stand as Frank A. Goodwin, chairman of the Finance Commission, various city councillors yesterday promised vigorous opposition tomorrow when Henry L. Harriman and Frederic H. Fay appear before an executive session to argue for \$4,000,000 additional for the East Boston tunnel project.

This \$4,000,000, which would increase the tunnel cost to \$20,000,000, is not for extension or improvement of the tunnel itself, but for an ambitious street widening and traffic-relief project in the North and West Ends.

In a measure pending on Beacon Hill it is, however, listed as an amendment to other tunnel legislation.

Included in this \$4,000,000 street improvement proposition are the following plans:

Widening of Cross st., beginning at Haymarket sq., and extension of this street to Atlantic ave.

Enlarging of Haymarket sq. and construction of a big traffic circle to take all vehicles in a rotary movement.

Construction of a second traffic circle on Cross st.

Widening of Merrimac st. to Portland st.

Widening of Chardon st. from Merrimac st. to Bowdoin sq.

Widening of Portland st. from Merrimac st. to the North Station.

OPPOSITION INDIVIDUAL

Such an extensive plan, neither wholly unrelated to the tunnel project nor exactly a part of it—but sponsored by Fay and Harriman, the "fathers" of the original tunnel proposal under the previous city administration—has engendered criticism.

Councilors Robert Gardiner Wilson, Jr., of Dorchester, and John L. Fitzgerald of the West End are expected to lead in opposition with Chairman Goodwin. The opposition will be individual as no organized attack has been planned.

Councilor Wilson is making an exhaustive study of the tunnel matter, and among other things is interested to know whether the additional expenditure could be financed without placing another taxation burden on the citizens.

CALL WIDENINGS NECESSARY

Wilson is also concerned about technical features of the tunnel itself, with its proposed two 20-foot roadways. This plan threatens serious trouble, he believes, in case a

vehicle breaks down.

But inasmuch as new tunnel plans are being drawn up at the request of Mayor Curley, who asked the city planning board, transit board and metropolitan planning division to try to "get together" on engineering details, Fay and Harriman are understood to be disinclined to argue the merits of any particular plan at tomorrow's council session.

They are said to hold that regardless of what tunnel plan is adopted, the proposed street widenings and traffic circles will be necessary.

GLOBE 4/6/30

JUDGE SULLIVAN ASKS CHECK ON TEACHERS

Wouldn't Have Instructor
Examine Own Pupils

The Massachusetts Schoolmasters' Club's Spring Meeting

Judge Michael H. Sullivan, chairman of the Boston Public School Survey Committee, which recently completed an 18 months' study of the schools, addressing the 53d annual Spring luncheon-meeting of the Massachusetts Schoolmasters' Club at the Chamber of Commerce yesterday, declared that some way is needed to check up what the teachers are doing in the classroom.

"I am fundamentally against having the teacher examine her own pupils and then tell the results of her examinations to the master and the parents. They don't even do it with policemen," he remarked.

He pointed out that even the Government checks up on its own employees, but "no one has ever thought of checking up on the teacher."

Speaking of school costs, he said that at least one-third of the taxes in any city or town ought to be devoted to education "and I won't worry even if it reaches 40 or 50 percent. This was my attitude even before I spent five years on the Finance Commission when I saw how the other two-thirds were spent," he remarked. Judge Sullivan amplified this by stating that this was a general statement.

Discussing "fads and fancies," he said an invitation extended to the public in Boston newspapers to tell what these were, brought no response. "This shows," he said, "that the people don't make the issues. Politicians do. If there were no fads and fancies the schools would not have progressed beyond the three R's."

He declared for plain, simple school buildings, noting that it was found that it was costing too much to build school buildings. Teachers, he felt, ought to be obtained from the best possible sources. Lists should be open to all, and the best candidates selected. "If that is practised, taxpayers will not protest against granting increases," he asserted.

An overemphasis on mechanic arts and industrial arts work was found by the survey, he said, noting that this criticism is not directed against the special trade and mechanic arts high schools. "But," he continued, "don't bring a sawmill into an academic high school." Educators, he went on, ought to distinguish between academic and industrial schools, and keep them separate, and should not give credit towards diploma for such things as dressmaking.

J. Stevens Kadesch, principal, Medford High School, talked of the plans and objectives of the National Commission for a Survey of Secondary Education. Supt of Schools Harvey S. Gruber of Lynn told about some of the results of a recent Lynn school survey.

Post 4/6/30

POSTOFFICE AT AIRPORT HERE SURE

Speedy Action by the
U. S. Authorities for
Proposal

The selection of the East Boston airport as the American terminal of the Transatlantic mail service was reported practically assured yesterday by Mayor Curley following a conference with Federal postoffice officials, who were ordered by Postmaster-General Brown at Washington to consider the proposed establishment of a "ship-to-shore" postal station at Jeffries Point.

NO DELAY EXPECTED

The speed with which the head of the postal service responded to the Mayor's request for a survey of the postal possibilities here, convinced the Mayor that there would be no delay in opening a branch office at the airport.

He pointed out to the investigators that mail now arriving at the airport must be trucked to the central office in town to be sorted, and then sent back to the airport to be despatched by airplanes to other cities. With a branch office at the airport, in quarters already provided by the city in the new administration building, the airmail from the transatlantic liners could be sorted immediately and shipped out on planes without delay.

He reminded the federal investigators that the French and North German Lloyd steamship lines had promised to assign some of their larger vessels to this port, in the event that ship to shore service can be established here, as Boston is a full day nearer Europe than New York, he said.

TUNNEL FIGHT UP TOMORROW

Council to Argue Extra \$4,000,000 Scheme

A spirited session of the City Council is slated for tomorrow, when Chairman Frank A. Goodwin of the Finance Commission makes his initial bow before the city government to oppose the addition of \$4,000,000 to the \$16,000,000 bill for the construction of the East Boston traffic tunnel.

Following a hectic meeting last week, the Council put the measure over until tomorrow for want of information and the head of the Finance Commission has agreed to supply their want. The sponsors of the addition, President Henry I. Harriman of the Chamber of Commerce and Chairman Frederic H. Fay of the City Planning Board and the vice-chairman of the metropolitan planning division, have also agreed to present the Council with information in regard to the measure.

The sponsors of the proposal contend that it would be useless to build a tunnel without providing arteries to facilitate the movement of traffic at the entrances, so the \$4,000,000 would be used for the construction of traffic circles at Haymarket square and the widening and extension of Cross street from Haymarket square to Atlantic avenue, as well as the widening of parts of Portland, Merrimac and Chardon streets, to tie the tunnel up with the Northern artery and the Charles street improvement already started.

Councillor John I. Fitzgerald of the West End and Councillor Robert Gardiner Wilson of Dorchester insisted last night that they would oppose the measure, though other members of the city government pointed out that favorable action now by the Council is sought merely to permit the Legislature to admit the proposed bill for consideration. They urged passage of the favorable resolution, stating that if the Legislature should authorize the improvement, the Council would then have the final check in deciding whether to adopt or reject the legislative act.

HERALD 4/6/30

CURLEY TO LAY FIRE STATION CORNER-STONE

Mayor Curley will lay the corner-stone of the new \$300,000 Bowdoin square fire station at 1 o'clock tomorrow. Speakers will include George E. Robinson, the architect, City Councilman John I. Fitzgerald, and Fire Chief Daniel F. Sennott.

When the station is completed in July it will house engine company 4, engine company 6, ladder company 24, water tower 1, and rescue company 3. The headquarters of the district chief of district No. 4 also will be in the new building.

Organizing a campaign to preserve Beacon Hill as an exclusive residential district, a group of prominent residents last night started circulation of a petition which will be presented to the city government seeking to bar the construction of business properties along Beacon street from the State House to Charles street, and along Joy street to Myrtle on the down-side of the hill.

HEARING FRIDAY

The movement, it was learned last night, is being organized by the Beacon Hill Association, headed by President Romney Spring and Miss Marian C. Nichols, secretary, who plan to marshal the residents of the district for an appearance before the Boston Board of Zoning Adjustment at City Hall Friday afternoon.

It was pointed out that the recommended change in the zoning law would not affect the three lofty buildings now devoted to business purposes on Beacon street, including the Tudor apartments at Beacon and Joy, the apartment block at 48 Beacon and the business block at Beacon and Charles streets, but it would preserve the existing historic residences from the State House to the bottom of the hill at Charles street.

In the circular, which was in the mails last night, the residents urged that the height limit opposite Boston Common and on Joy street be reduced from 80 feet to 65 feet and that the entire area from the Common to the Charles River be given over to residential purposes.

Would Destroy Charm

"With the growing tendency toward increasing the heights of buildings in different sections of the city," stated the circular, "the Beacon Hill Association, through its zoning committee, has given much thought and study to the subject, as it may affect Beacon Hill unless prompt action is taken to establish low building heights throughout this particular section.

"It is felt that to allow high buildings to be erected on Beacon street opposite the Common would be a fatal step toward destroying the charm of this neighborhood which is such a valuable asset to the city, not only from the local, but from the nation-wide point of view.

"The Beacon Hill Association, in conjunction with a large number of property owners, is petitioning the Board of Zoning Adjustment to change the height limit on Beacon street from Charles to Joy street and on Joy street from Beacon to Myrtle street from the present height of 80 feet to 65 feet, which is now the height limit for the other streets on Beacon Hill from the State House to the Charles River—to the great material advantage of this unique residential district."

Cont'd

HERALD 4/6/30

for the next month. The speaker faces another busy week of sessions in the House, because the calendars for the next few days will be crowded with controversial measures.

Chief among the measures listed for discussion tomorrow will have to do with the establishment of a state fund for workman's compensation. The petition has the solid support of the labor organizations and coming as it does in election year it will have more support than it otherwise might.

Tomorrow also will see a continuation of the fight on the bill substituted last week for the unfavorable report in regard to stamping prison made goods as such.

A bill to make only residents of Boston eligible for appointment to the Boston police department was substituted for an unfavorable report last week and it comes up for final disposition Tuesday. In spite of its temporary victory it is slated to be rejected.

Wednesday will be a quiet day because the railroad and highway and motor vehicle committees will be travelling. With several other committees conducting hearings during the morning the legislators will be willing to suspend activities to a certain extent.

One of the hardest, and probably bitterest, struggles of the session is slated for Thursday when the so-called "Yellow dog" bill comes up for disposition. The old quarrel between labor and industry will be transferred to the floor of the House and it will not be strange if some name calling is indulged in before a decision is reached.

The bill would declare provisions in contracts of employment whereby either party undertakes not to join, become or remain a member of a labor union, or of any organization of employers, or undertakes in such event to withdraw from the contract of employment, to be against public policy and void.

CONSTITUTIONAL ISSUE

A question of constitutionality is involved in it, in that it would prevent employees from entering individual contracts. It was licked by a margin of three votes at last year's session and the vote may be expected to go either way this year.

Mayor Curley speedily took advantage of the provisions of the bill which deprived the state civil service commission of the authority to pass on his appointments to the municipal service. The day after Gov. Allen signed it the mayor offered Joseph A. Conry the appointment as traffic commissioner.

According to present plans, Conry will take over the post Tuesday. How does the civil service commission feel about it after twice having rejected Conry? Undoubtedly we shall know some time this week. Civil Service Commissioner Elliot H. Goodwin went to Washington before Curley offered the appointment to Conry and so he was not available for comment. A statement on the appointment undoubtedly will be given out during the week. The commission will seek to justify its position.

TRAFFIC CIRCLE PLAN DEFENDED

Planning Board Upholds
Engineer on Cambridge
St. Project

SAYS SIZE NEEDED TO JUSTIFY EXPENSE

The city planning board, upholding its consulting engineer, Robert Whitten, who designed the traffic circle at Cambridge and Charles street, reported to Mayor Curley yesterday that the density of traffic at this street intersection can only be relieved by a traffic circle 240 feet in diameter.

It was likewise reported that a circle 200 feet in diameter is necessary to relieve traffic congestion at the Charles river dam. The report set forth that unless a circle 240 feet in diameter is provided it will be impossible to secure a continuous flow of traffic at Cambridge and Charles streets.

JUSTIFIES EXPENSE

The significant statement in the report was: "Unless the traffic circle is large enough to permit vehicles to weave in and out without right angle crossings, it will not justify the expense involved."

The report compared the size of the proposed circles with the Cleveland circle at Beacon street and Chestnut Hill drive, and with Columbus Park circle in South Boston. Other comparisons were with traffic circles in New York and Washington.

The report also made known that a traffic count in 1927 showed that 15,200 vehicles passed over the Craigie bridge in a period of 10 hours and that 11,000 passed over Longfellow bridge. There were 15,000 vehicles on Cambridge street and 9500 on Charles street.

BOARD'S REPORT

The report was as follows:

The circle at the end of the Longfellow bridge, according to the plans recently approved, has a radius of 120 feet. This means a diameter of 240 feet, which is considered a minimum to give adequate space for weaving owing to the volume of traffic and to the number of entering streets. The circle will include five of the piers of the elevated structure, the location of which is another determining factor in the size of an efficient circle.

In the case of the proposed circle at the Charles river dam the radius is approximately 100 feet. This means a diameter of 200 feet. With four roadways entering the circle and with the location of the piers of the elevated structure, it is impossible to develop an efficient traffic circle with a smaller radius than that proposed.

The primary object of a traffic circle is to secure a continuous flow of traffic instead of the usual stop and go method of control at

the ordinary intersection. This means that there must be a sufficient length of roadway between entering streets to give vehicles an opportunity to weave in and out. If adjacent streets enter the circle at an acute angle with each other, vehicles are compelled to cross at right angles and there is no opportunity for weaving. Unless the traffic circle is large enough to permit vehicles to weave in and out without right angle crossings, it will not justify the expense involved.

CLEVELAND CIRCLE

Cleveland circle at Beacon street, Chestnut Hill drive, built in 1907, has an inner radius of 90 feet and a diameter of 180 feet. It also has a roadway width of 65 feet and a 20-foot sidewalk width, whereas the circles proposed in connection with the Charles street widening provide only for a 50-foot roadway and a 10-foot sidewalk.

Columbus park circle has a radius of 92.5 feet or a diameter of 185 feet with a roadway width of 67.5 feet and a 15-foot sidewalk.

Columbus circle in New York has an outer radius of 225 feet or 450 feet in diameter.

Dupont circle in Washington has an inner radius of 185 feet or a diameter of 370 feet, with 45-foot roadway and 20-foot sidewalk. Grant circle in Washington has an inner radius of 150 feet or a diameter of 300 feet with a 45-foot roadway. Sherman circle, Washington, has an inner radius of 160 feet or a diameter of 320 feet with a 40-foot roadway. Washington circle has an inner radius of 175 feet and diameter of 350 feet with a road width of 45 feet. Commodore Barney circle has an inner radius of 260 feet or a diameter of 520 feet with a road width of 60 feet.

In connection with these circles in Washington Col. U. S. Grant, 3d, of the National Capitol park and planning commission, has written to the city planning board under date of March 11, 1939: "We have daily cause to be thankful for the creation of these circles in Washington at points where more than four streets converge because of the great help which such circles have been to the handling of traffic."

According to a traffic count made in 1927, 15,200 vehicles passed over the viaduct bridge during a 10-hour period. Approximately 11,000 vehicles passed over the Longfellow bridge during a similar period. Fifteen thousand vehicles passed through Cambridge street, Charles street, at the same time carrying 9500 vehicles during a 10-hour period. The absolute necessities of this immense volume of traffic are the only factors controlling the size of the proposed circles.

WETS FEEL ASSURED OF REPEAL OF BABY VOLSTEAD ACT IN FALL DESPITE LEGISLATIVE DEFEAT

By W. E. MULLINS

Candidates preparing for the state election as militant drys derived little satisfaction from the triumph scored by the forces of prohibition in the legislative drive for the repeal of the baby Volstead act. The margin of victory in the House, regarded as the real barometer of statewide sentiment, was altogether too slender to be comforting.

Some of the timid members who confessed their utter inability to reflect accurately the views of their constituencies voted against repeal on the pretext that they wanted to place the issue squarely before the voters. Undeniably some of them are wet. The inference is that on a question on which they could hide behind no such subterfuge the House well might have gone wet.

That margin of 13 votes was ominous. To those who carry a rabbit's foot it was unlucky. Dry candidates are not necessarily threatened with defeat in the election because countless voters invariably are willing to look to other considerations in making their choice for a senator or a Governor, but it seems to be reasonably safe to predict that the state will vote wet on the issue of repeal.

The repeal referendum is certain to go on the ballot because the Constitutional Liberty League may be relied on to gather the 5000 additional signatures required to carry out the provisions of the referendum law. The foes of prohibition are amply prepared to stage a militant campaign for repeal. They regret now that they did not make a fight to carry the House in the voting for repeal.

CONCEDED DEFEAT

The reason that no organized endeavor was made to line up votes in the House was because the wets conceded defeat at the outset. They were astonished at the close vote. Too late they realize what an opportunity they had to change the outcome. One prominent legislator, who voted dry, declared Tuesday night that he knew of six votes, including his own, that might have been shifted by a little persuasion.

It was significant that the floor leaders of the Republican party in both branches of the Legislature—Senator Erland F. Fish of Brookline and Representative Victor F. Jewett of Lowell—voted for repeal. That was the only administration issue of the session on which they deserted their party. Gov. Allen's vigorous appeal for rejection of the repeal measure in his address at the opening of the session made it an administration matter.

Those developments indicate how difficult it will be for the Republican party to take any part on the issue of prohibition in the election. And if the nomination for the Senate goes to Eben S. Draper and for Governor to Mr. Allen it will be an embarrassing campaign for Amos L. Taylor to conduct.

The manner in which the strange case of Oliver Garrett has pre-empted the front pages of all the newspapers has caused a temporary lull in the developments of the campaign. The promotion of candidacies for any office must have front page publicity, and for the present the progress of the primary engagements must be secondary.

The Democrats had a notable meeting Monday night at the Hotel Statler. They turned out in gratifying numbers, and the enthusiasm was undeniable. It was somewhat disappointing that Mayor Curley was unable to attend, but his absence was not unexpected, because he has been filling no evening engagements since he took office.

CANDIDATES COY

For the most part, the candidates for the Democratic primary continue to be coy about jumping into the contests. Representative Roland D. Sawyer of Ware for the Senate, John F. Fitzgerald for Governor, and Charles S. Murphy of Worcester for Lieutenant-Governor, are the only ones who have declared formally.

Marcus A. Coolidge of Fitchburg, Thomas C. O'Brien, and former Congressman Joseph O'Connell are admitted candidates for the Senate, but they are biding their time. Others are receptive. Gen. Logan is sure to be a rival of Fitzgerald for Governor, while former Mayor Peters is regarded as an almost certain candidate. He is due back tomorrow from a holiday in the South, and, naturally, will canvass the situation before he has anything to say publicly.

Representative Sawyer has insisted that he is in the senatorial fight to a finish. He speaks confidently of his ability to beat Coolidge; but he is timid about making predictions in regard to O'Brien and O'Connell. He recalls the disaster that befell Joseph B. Ely in the 1926 primary for Lieutenant-Governor, when Harry Dooley, although asking the members of his party to vote for Ely, unexpectedly found himself nominated the day after the primaries.

The bullish talk among the Democrats is for a ticket headed by Coolidge and Peters. Numerous Democrats are convinced that the combination could sweep the state but they fear that their

ticket will be all green. The Yankee Democrats, after the loyal support they gave the ticket in 1928, naturally want to be given a break this year and the liberally-minded members of the party are ready to agree with them.

There is talk among the Republicans that Federal Judge Morton may be persuaded to run for the Senate as a wet and that Robert M. Leach is being groomed for another contest with William S. Youngman for Lieutenant-Governor. Possibly by the time that the Garrett case reaches its climax there may be additional candidates and some retirements from the field.

COMFORT FOR MULHERN

Public opinion is cruel and unreasonable. The only politician deriving any comfort out of the situation is Senator Joe Mulhearn. He touched off the fuse and now he sits on the sidelines and watches the fireworks. He has no responsibilities and no entanglements and the reward he is sure to claim is election to the office of district attorney of Suffolk county. He is another John B. Moran in the making.

It is easy to sit back now and estimate the extent of the punishment meted out to former Atty.-Gen. Reading. Had he continued in office he would be handling this Garrett thing. An ambitious prosecutor of his description easily could capitalize the situation to an unlimited extent.

Candidates are beginning to shape themselves for the numerous minor elective positions. The retirement of Jimmy Powers of South Boston from the Governor's council will set half a dozen candidates campaigning for that vacancy. Representative James J. Twohig has decided to go after Bob Bigney's seat in the Senate and Mrs. Roger Cutler of Dedham has decided to become a candidate for the House. She formerly served on the Dedham board of selectmen.

Speaker Leverett Saltonstall ought to be in physical condition to step back into his old seat in the Harvard crew after the conditioning exercises he has gone through recently in filling his duties and his outside engagements. His program last Tuesday was typical of a day in his life. He attended his law business in the morning, presided over the long prohibition debate in the House during the afternoon, caught a train to Fitchburg to deliver an address in that city in the evening and was back in Boston later on to broadcast a centenary speech over station WBZA.

The public demand on his services is such that he is booked almost solidly

450 GUESTS SAIL WITH LEVIATHAN

Gene Tunney Comes Over
With New York Party
To Make Trip Back

UNDOCKING DIRECTED BY NAVAL EXPERT

A train of 12 Pullmans rolled alongside the Leviathan at the navy dry dock, South Boston, yesterday shortly before 2 P. M. and debarked 300 guests of the United States Lines, who were to make the trip back to Gotham on the big ship that came here for semi-annual overhauling.

Already on board were 150 people from Boston and other places in New England, also guests of the company. The train from New York, which left the main line at Readville for the rather circuitous route through the New Haven freight yards to the waterfront, had among its passengers Gene Tunney, former pugilist champion, making his first visit to Boston. Tunney was accompanied by Bernard Gimbel, a close friend. Mayor Curley was represented by City Treasurer E. L. Dolan.

ABOARD BIG LINER

P. W. Chapman, president of the United States Lines, hurried from train to ship and denied himself to camera men and reporters. With him were executives of the line, including J. E. Sheedy, executive vice-president; E. Grant McMicken, vice-president in charge of traffic; W. L. Bunker, vice-president in charge of operations; Gen. A. C. Dalton, former president Merchant Fleet Corporation. Among others to whom invitations had been sent were Gen. C. W. Tobey, New Hampshire; H. A. Mackey, mayor of Philadelphia; Richard Parkhurst, secretary of the Boston Port Authority; F. S. Davis, manager of the Maritime Association; George Curley, son of Mayor Curley; Judge A. E. Pinanski, A. P. Lane, D. P. Harmon, L. C. Prior, Roscoe Prior, Maj. T. L. Walsh, H. O. Bright, J. T. O'Brien, F. L. Putnam, J. W. Smith, C. F. Webb, Capt. G. A. Parker, B. J. Fortune, J. V. Moore, J. H. Selden, Vaughan Jealous, Gen. J. Leslie Kinkaid, Admiral L. C. Palmer, E. P. Farley, Samuel Leyburn, F. B. Storrs.

Delay in arrival of entertainers for the Club Leviathan, as the ship's night club is called, and to have had its premier last night with first showing of the sound picture "Divorcee," brought here from Chicago by airplane, held the ship a few minutes in the dock, already watered and the giant hull floating clear of the blocks. A steam crane removed the gangplank and the side port was closed, the ship now resembling its own self with rails crowded and stewards scurrying about. Lt. W. S. Kurtz, U. S. N., was in charge of the undocking operation and a flotilla of 14 tugs huddled at the dock approach.

ASSERTS SCHOOL FADS NEEDED

Judge Sullivan of Survey
Committee Answers
Curley's Attack

CALLS FOR HIGHER PAY FOR TEACHERS

Mayor Curley's recent criticism against "fads and fancies" in the Boston schools was vigorously answered yesterday by Judge Michael H. Sullivan, chairman of the Boston school survey committee, who told the Massachusetts Headmasters' Club that "if some of the things introduced as fads and fancies were taken out there would be a revolution."

Between 33 1/3 and 50 per cent. of taxes should be expended for education, he declared.

"Fads and Fancies" was included in the matter we were asked to investigate," said Judge Sullivan, referring to the work of the survey committee. "When we started out we placed notices in 40 Boston newspapers asking the people to tell us their opinions of fads and fancies. We didn't receive one reply. This leads me to believe that the people do not make issues; the politicians do.

PROGRESS "WOULD STOP"

"For if there were no fads and fancies there would be no progress beyond the three R's. I am sure that beyond the three R's when first introduced was considered a fad and fancy at the time."

Mayor Curley, in his criticism, had mentioned particularly the undue emphasis, as he considered it, on mechanical work. Judge Sullivan agreed that the latter should not be allowed to interfere with other studies.

Overemphasis on the mechanical arts and trade courses had been taken up by his survey committee, he said. He is not opposed to trade schools, he declared, but "don't bring a sawmill into the academic courses." He is opposed to placing mechanical equipment in locations especially desirable for academic uses.

"We ought to differentiate between the mechanical and the academic courses. Keep them apart. Some of the trade courses now have a skim-milk course," he said. If some firms had the equipment used in certain Boston schools they would consider themselves lucky, he said.

Many recommendations regarding the prominence of mechanical and trade courses have been incorporated in the report the school committee is studying, he said.

Referring to the criticism of the survey committee which began the campaign that abolished the old schoolhouse commission, Judge Sullivan said the complaints against the old commission "had substantial warrant; we tackled it, led through the devious ways and fixed it up at election time last fall." He said that the result was

simply justified by the promise of Louis K. Rourke, superintendent of school construction, that "\$500,000 will be saved by his department this year, and I think he is conservative at that."

Additional money could be saved and applied to teachers' salaries, if the "ultra-elegance of the school buildings we have been putting up" were eliminated, he emphasized. "I'd like to see our school buildings so plain and efficient that, besides their being a lesson to the children, they would save money," he asserted. "Let us put up less fine buildings and use the money to pay teachers more."

In this connection he advised the schoolmasters that they must emphasize and re-emphasize their case through publicity. "If you want more money, the taxpayer, the most generous person — where schools are concerned — will give it to you when you show that you are earning it fully," he said. He pointed out that money is wasted when \$1000 is spent on fancy work on a cupola, that could be given to teachers.

ONE-THIRD FOR SCHOOLS

"Now, in regard to the schools costing too much," he continued. "I have always felt that at least one-third of the taxes should be spent on education. It would not worry me if it gets to 50 per cent. I took that position even before I became chairman of the finance commission and learned where the other two-thirds was spent."

Deep attention was given to a suggestion of Judge Sullivan that some one other than the school teacher should examine the pupils. "Check up on what the teacher is doing," he advised. "I am fundamentally opposed to the teacher examining her own pupils, and then giving a report on her own work."

"No one has suggested having a separate and independent department for such work of supervision. No one can tell now whether the child is getting good teaching. With this department we can find out why we are re-educating 12,000 children each year, and whether one of the reasons is poor teachers," he said.

Referring to the size of the present school committee (five members), Judge Sullivan declared that it was "fine from an administrative point of view," but that the larger committees in the past were able to keep in touch with the people who comprise the citizenry."

There are reports from sources which seem to be authentic that prohibition will not be the only issue in the campaign for the Republican nomination for the United States Senate. It is said that members of that party who call themselves liberals or progressives are by no means content with a situation which presents to them two candidates—William M. Butler and Eben S. Draper—who are, and always have been, associated with what may be called the conservative or reactionary wing of the organization. The progressives think they should have a candidate.

A long time has elapsed since Theodore Roosevelt and his political associates were almost, if not quite, the dominating factor in the Republican party in this State. Conditions have changed since those days, but some of the social questions which were at the front then are still in existence. Whether or not there is any reason for the feeling, some people are disturbed by the increasingly large and important consolidations of one kind or another. The amalgamations of banking interests, the growing importance of "the chain store" and the consequent disappearance of the small grocer, and other similar developments may be unavoidable and necessary because they are in the line of economy and efficiency, but there is no question that they are rousing some resentment.

It is quite possible that nothing can be done to change the trend of things, but it is said that a definite movement is under way to bring forward a Senatorial candidate who is at least sympathetic with the people who have suffered from the processes of consolidation. Those who are responsible for this movement say it is not designed to help Ex-Gov Fuller, although it is possible he may be the beneficiary therefrom, but to give the liberals in the Republican party an opportunity to vote for "one of their own kind" in the coming primary.

Mr Fuller has been suggested as one who would be satisfactory to the progressives. Former Atty Gen J. Weston Allen also has been proposed, and others are under consideration. The chances are that Mr Fuller will receive the support of these Republicans if he consents to run for the Senate, but if he makes up his mind not to be a candidate someone else will be brought forward. The future will show whether or not this attempt will amount to much, but the story is that a survey of the State is under way.

The Prohibition Issue

It may or may not have been a significant fact that the vote in the Massachusetts House of Representatives last week on the proposed repeal of "the Baby Volstead Act" showed about one-sixth of the Republican members of the House voting for repeal. Was the vote in the House representative of the sentiment of the party as a whole in the State? All of the experts believe that a large majority of Massachusetts Republicans favor the Volstead Act and the 18th amendment to the Federal Constitution, but there has been no evidence until last week's votes in the Legislature—if, indeed, they are really evidence—of the proportion of "wets" and "drys" in that party.

There is a suspicion that more Republicans in the Legislature might have voted for the repeal of the Baby Volstead Act if their attitude against repeal had not been fortified by the argument that in reality they were voting to give the people a chance to vote for or against a law which the people themselves had put on the

statute books. Even in wet districts that explanation may be accepted as sufficient when the time comes for members of the General Court to explain their attitude on the matter.

If the Republican vote in the House and Senate last week accurately measured the sentiment in the party as a whole, Mr Draper will not make a very impressive showing against Mr Butler in the September primary. The common belief is, however, that Mr Draper will do much better than the Legislative vote might seem to indicate. He generally assumed that a large portion of the Republicans who saw service in the late war will support him this year. But most of the politicians will be greatly surprised if Mr Draper carries the primary, unless it happens that another candidate may come into the field and thus divide the dry vote.

It is one thing, however, to nominate a Republican candidate for the Senate and quite another thing to elect him, unless the Democrats play fast and loose with their opportunity this year. If prohibition is to be the dominating issue in next November's election, the opponents of prohibition will be much more likely to vote against a dry candidate for the Senate, which body may have a chance to pass, or amendments to the Volstead Act, than they will be to vote against the Republican nominee for the Governorship, as the Governor of Massachusetts will have nothing to do with the Volstead Act or the 18th amendment. The Republican leaders in the State hope, of course, that those members of the party who do not believe in prohibition will be satisfied with the opportunity to cast their vote on the repeal of the Baby Volstead Act, thus indicating their belief, and will support the party nominations for office.

Democrats for Senator

Massachusetts Democrats are having their troubles. According to current opinion on the street, however, Ex-Mayor John F. Fitzgerald of this city is so far in the lead for the party nomination for Governor that probably nothing but his withdrawal will prevent his nomination. The Curley and Fitzgerald forces, which have fought each other so many times, are now at one. They showed their complete understanding in the recent municipal election, when they worked together for Mayor Curley and elected him in spite of the large vote Mr Mansfield received from Republicans and other backers of the Good Government Association. There is little reason to doubt that the Curley-Fitzgerald-Lomasney combination will control the Democratic primary in this city and be influential elsewhere in the State.

The successful Democratic dinner in this city last Monday was probably not arranged to boom Mr Fitzgerald's candidacy, but it really accomplished that end. Chairman Lawler of the Democratic city committee said, in effect, that the Boston Democracy expected the party nomination for Governor this year, and, as Mr Lawler is supporting Mr Fitzgerald, the implication in this statement was taken to be plain. The Democrats from other parts of the State indicated their willingness to support a Boston candidate. On the whole, things seem to be going well for Mr Fitzgerald.

There are, of course, Democrats who believe Mr Fitzgerald would not be the strongest candidate the Democrats could put before the voters of the State. Ex-Mayor Andrew J. Peters has warm friends who feel confident he would attract independent and even Republican voters.

Other candidates for the Democratic nomination for Governor may appear, but none are in sight at the moment, in spite of the fact that there are many members of the party who would like to be nominated, and think they could be elected. One weighty consideration is that it takes money to carry on a State-wide campaign. Any one of the three Democrats just mentioned would have no difficulty in financing his own campaign, with the aid of friends, but others who have been mentioned in connection with the gubernatorial nomination are not so fortunate.

Democrats for Senator

What plagues the Democrats now is the selection and nomination of a candidate for the United States Senate. Although Representative Roland D. Sawyer of Ware is the only avowed candidate, there is no doubt that Ex-Mayor Marcus A. Coolidge will run, and the chances are that others may enter the contest.

The party leaders have been inclined to look with favor on Mr Coolidge. It is no reflection on his other qualifications for the office to say that his ability to finance his campaign is a strong argument in his favor; he has contributed liberally to other Democrats and there is no reason why he should not now aid himself. But his residence in Fitchburg, where David I. Walsh also lives, may be an impediment to Mr Coolidge. That objection may not be insuperable, but it must be met.

Former Dist Atty Thomas C. O'Brien of this city has indicated that he would be a candidate for the Senatorship. He is, of course, well known in this city and has other elements of strength. To be wholly frank, however, the Democratic leaders think the time has hardly arrived when it would be wise for the party to nominate for the post of colleague with David I. Walsh another man who bears an Irish name. Racial prejudices should not enter into such matters, but sometimes they do, and the Democratic organization, if there is such, does not want to rouse such feelings here. But there are people who think that an Irish name, in a contest within a party made up in large measure of those who have Irish blood in their veins, would be a sufficient asset to win the nomination away from any "Yankee" Democrat.

Those whose memories go back far enough, however, will recall the contest for the Democratic nomination for Governor in 1912. The Democratic voters did not then allow themselves to be controlled by race prejudice. Eugene N. Foss, a Democrat, had been Governor for two years and was a candidate for another term. The late Joseph C. Pelletier, then district attorney, prominent in fraternal organizations, and widely popular, announced his candidacy against Gov Foss. On the face of things it looked as though it would be impossible to defeat Mr Pelletier.

But the Democratic leaders in Boston, although they were not particularly in love with Gov Foss at that time and knew that he had become unpopular among the members of the party generally, made up their minds that it would be good politics to renominate him and they set out to do so. John F. Fitzgerald, already mentioned in this article, was then Mayor of Boston; aided by Martin M. Lomasney and other strong Democrats, he undertook to carry Boston for Gov Foss, and the result of the campaign was that, in spite of all the adverse circumstances, every ward but one in the city went against Mr Pelletier. That one ward was controlled by James M. Curley, now Mayor; he was not so prominent then as he is now, but even in those days he could not be made light of. Gov Foss carried the rest of the State also and was renominated.

ADVERTISER 4/6/30

NOTABLES SAIL ON 'GUEST' TRIP OF LEVIATHAN

Gene Tunney Among Several
Hundred Passengers as
Liner Leaves Hub

The liner Leviathan, queen of the American merchant marine which has been in drydock at South Boston, left for New York yesterday afternoon, carrying several hundred guests on the special trip to the metropolis before leaving on her regular European schedule.

A special train brought on many of the guests from New York to make the return trip, arriving shortly before she sailed.

Executives of the United States Lines accompanying the guests from New York were Joseph E. Sheedy, executive vice-president; E. Grant McMicken, vice-president in charge of traffic, and W. L. Bunker, vice-president in charge of operations.

GENE TUNNEY ABOARD

Included in the list of passengers on the special trip were:

Gene Tunney, former heavyweight boxing champion; Charles W. Tobey, Governor of New Hampshire; Harry A. Mackey, mayor of Philadelphia; George Curley, son of Mayor Curley; Judge A. E. Pinanski, Andrew P. Lane, vice-president Great Northern Paper Company; Dudley P. Harmon, executive vice-president New England Council; Frank S. Davis, manager Maritime Association, Boston Chamber of Commerce.

L. C. and Roscoe Prior, hotel operators; Francis J. Carney, attorney; Maj. Thomas L. Walsh, E. H. Bright, banker, Theodore M. Logan, vice-president Federal National Bank; J. T. O'Brien, George L. Graham, of the American Wool Company; F. L. Putnam, of the F. L. Putnam Co.; J. W. Smith, vice-president of the Boston & Maine R.R.; Charles F. Webb, steamship broker.

PARKER IS PASSENGER

Capt. George A. Parker, registrar of motor vehicles; T. A. Robertson, managing editor of the Boston Evening American; B. J. Fortune, vice-president of National Shawmut Bank; John V. Moore, president of Moore Fabric Co.; Richard Parkhurst, secretary Boston Port Authority; J. H. Selden, president Selden Worsted Mills; Vaughn Jealous, wool merchant; W. A. McIsaac, general agent of the United States Lines; Roy Howard and Earl Bickel of the United Press; Kent Cooper, head of the Associated Press; Frank Mason, president of International News; Bernard Gimbel, accompanying Gene Tunney.

BOARD DEFENDS WIDENING PLAN IN CHARLES ST.

City Planners Explain the Proposed Traffic Circles in \$1,000,000 Project

A defense of plans for traffic circles in connection with the widening of Charles st. between Craigie and Longfellow bridges, at a cost of \$1,000,000, was issued yesterday by the city planning board at the request of Mayor Curley.

The mayor had charged planning board engineers with responsibility for the circles which attracted sharp criticism when announcement was made this week of land damage awards, disclosing that 26 buildings were to come down for the street widening and traffic arrangements at each end of the project.

The planning board's explanation, issued through the mayor, follows:

The circle at the end of Longfellow bridge has a radius of 120 feet. This means a diameter of 240 feet, which is considered a minimum to give adequate space for weaving.

In the case of the proposed circle at the Charles river dam the radius is approximately 100 feet. This means a diameter of 200 feet. It is impossible to develop an efficient traffic circle with a smaller radius than that proposed.

The primary object of a traffic circle is to secure a continuous flow of traffic instead of the usual stop-and-go method of control at the ordinary intersection. This means that there must be a sufficient length of roadway between entering streets to give vehicles an opportunity to weave in and out.

Cleveland circle at Beacon st., Chestnut Hill ave., built in 1907, has an inner radius of 90 feet and a diameter of 180 feet.

Columbus Park Circle has a radius of 92.5 feet, or a diameter of 185 feet.

Columbus Circle in New York has an outer radius of 225 feet, or 450 feet in diameter.

Dupont Circle in Washington has an inner radius of 185 feet, or a diameter of 370 feet.

According to a traffic count in 1927, 15,200 vehicles passed over the viaduct bridge during a 10-hour period. Approximately 11,000 vehicles passed over the Longfellow bridge during a similar period; 15,000 vehicles passed through Cambridge st., Charles st., at the same time, carrying 9500 vehicles during a 10-hour period.

The absolute necessities of this immense volume of traffic are the only factors controlling the size of the proposed circles.

CITY HOSPITAL TREATS 23,576

Inoculation has practically wiped out scarlet fever among nurses at the Boston City Hospital, according to the 65th annual report just issued. Preventive measures are used for all nurses exposed in the south department, which is for contagious diseases.

Total expenditures for all departments were \$2,185,628.51, and the average cost per patient was \$4.57.

The total number of patients treated was 23,576; of these 9050 were women's cases. Accident cases numbered 7691. New structures include a surgical building and a residence for house officers.

Tribute is paid to three deceased members, Thomas A. Forsyth, trustee; Dr. Charles M. Green, surgeon, and Dr. Frank Butler Granger.

The report of the operating activities is signed by Dr. John J. Dowling, superintendent and medical director.

CURLEY TO LAY FIREHOUSE STONE

The cornerstone of the new \$300,000 fire station in Bowdoin sq. will be laid tomorrow at 1 p.m.

Fire Commissioner Edward F. McLaughlin will preside. The invocation will be by Rev. Charles P. Heaney of St. Joseph's church, Chambers st., and the benediction by Rev. Harry B. Hall of Temple St. Methodist Church. Speakers will include George E. Robinson, architect of the building; Councilor John I. Fitzgerald, Chief Senator, and Mayor Curley, who will lay the stone.

The building is expected to be completed in July and will house Engine 4 of Bulfinch st.; Engine 6 of Leverett st., Ladder 24 of North Grove st., Water Tower 1 of Fort Hill sq., and Rescue Co. 3 of Charlestown.

Post 4/7/30

CONRY HITS ATEVILS OF SOVIETISM

Opposed to All Ideals
of America, He
Tells K. of C.

Sovietism was the object of a strong address by former Congressman Joseph A. Conry, speaking before the North Cambridge Council, Knights of Columbus, in St. John's School Hall, North Cambridge, yesterday. Mr. Conry bitterly assailed the principles of the Soviet as absolutely opposed to those of the United States. In the course of his address, he eulogized Cardinal O'Connell as one of the finest types of leading men.

TEXT OF ADDRESS

His address, in part, follows:

"Soviet Russia has desecrated everything that the United States has consecrated. On the face of every coin minted by the United States appears the reverent inscription 'In God We Trust.' How can a country which denounces God accept coin bearing on its face the public pledge of faith in God?

"When Sovietism robbed a church, it robbed itself of respect of mankind; when it looted cathedrals it lost the good will of civilization.

"It is when a convulsion of this nature shakes the world we are impelled to examine into our organization and count our cherished possessions. Among the leaders of the world of thought we offer the highest type of men, conspicuous as the finest example being our own Cardinal O'Connell. As a scholar, theologian and orator he is unsurpassed in Europe and is unequalled in America, combining with cultured manner the noble dignity appropriate to the high office of Prince of the Church.

"The Holy Father occupies by virtue of his sacred office the highest place in affairs of religion, while as a man, the wisdom of his statesmanship, broadness of vision, almost boundless charity and superb humility in the face of insolent denunciation, commands the admiration of non-Catholics and emphasizes the devotion of his faithful followers.

Attacks Star Chamber

"We in Massachusetts are celebrating the great work of the founders of the colony 300 years ago. We pay honest tribute to the glory of the State built upon the wise advice of the fathers. King Charles I. of England has three claims of distinction in our State. He granted the Colony Charter, the infamous Star Chamber was abolished during his reign and his head was cut off by an indignant constituency. Soviet

Russia and the Massachusetts State House still support the star chamber.

"The Civil Service Commission, dealing with some 40,000 or 50,000 men and women, State and city employees, are all subject to the star chamber.

"When Charles I. lost his head a Fleet street ballad monger made a merry song:

"Then England did, to kill him dead,
For the pleasure of beholders,
Chop off his unregenerate head
From his star-chambered shoulders."

"The fate of Charles should be a warning to those who support antiquated ideas."

Post 4/8/30

ACTION BY COUNCIL

Passes Resolution Endorsing Garrett Probe After Rejecting Order to Block Further Pension Payments to Former Patrolman.

Balked in his efforts to stop the pension payments to former Patrolman Oliver B. Garrett, Councillor Francis E. Kelly of Ward 15, Dorchester, late yesterday drove through the City Council a resolution endorsing the action of Attorney-General Warner in his attempt to correct evils that existed in the Boston police department.

The Dorchester Councillor, a partner of State Senator Joseph J. Mulhern, who started the probe in the Legislature, explained that he was attacking not the police of the city in general but specifically Police Commissioner Wilson and Garrett.

His order demanding Mayor Curley and City Treasurer Edmund L. Dolan to block further payments to Garrett was ruled out of order by Councillor William G. Lynch of South Boston, president of the Council, on the ground that the retirement fund payments were authorized by law over which the Mayor and the city government had no control.

"Well," snapped back Councillor Kelly, the youngest member of the city government, "we all know that the police commissioner is inefficient and that Garrett is accused of taking graft and we all ought to be out of sympathy with paying out the taxpayers' money to a person of Garrett's type."

Passed on Standing Vote

An executive session was ordered during which the Dorchester Councillor drew up a resolution endorsing the State investigation, stating that "The Boston City Council heartily endorses the action of the Attorney-General of the Commonwealth and his assistants in an attempt to correct certain alleged evils that existed in the Boston police department."

President Lynch referred the resolution to the committee on rules in conformance with custom, but Councillor Kelly demanded a suspension of the rules for the passage of the resolve.

On a voice vote, President Lynch declared the motion defeated, but Councillor Kelly called for a standing vote, as a number of members left their seats for the corridors. Yet the resolution was passed with Councillors Fitzgerald, Gleason, Power, Englehart, Ruby, Kelly, Norton and Murray standing to support it.

Councillor Edward M. Gallagher of Brighton protested against the action. "We should not meddle in this affair at all," he said. "I do not think it concerns the Council at this time. These men have not been tried by jury. If there is anything wrong, let us find it out first, before taking action."

AMERICAN 4/7/30

Mayor Orders Dirty Alley Cleaned Up

Following an exposure of conditions in an alley between Sawyer and Kendall sts., South End, which is too narrow for passage of city sanitary wagons, Mayor Curley today ordered the street commissioners to make a survey immediately with a view to providing an entrance and exit so that trucks can pass in and out at regular intervals as in all other alleys in the city. The public works commissioner was instructed to put men to work right away cleaning up the place.

Post 4/8/30

333 New Streets in Hyde Park Section

Construction of 333 new streets in the Hyde Park section alone, was recommended yesterday in the City Council by Councillor Clement A. Norton of Ward 18, urging the need of the \$10,000,000 street loan now awaiting the approval of the Legislature.

The Council adopted his order which followed a similar order introduced by Councillor Joseph P. Cox, demanding construction and acceptance of streets in West Roxbury, upon which thousands of residents have built their homes.

HERALD 4/7/30

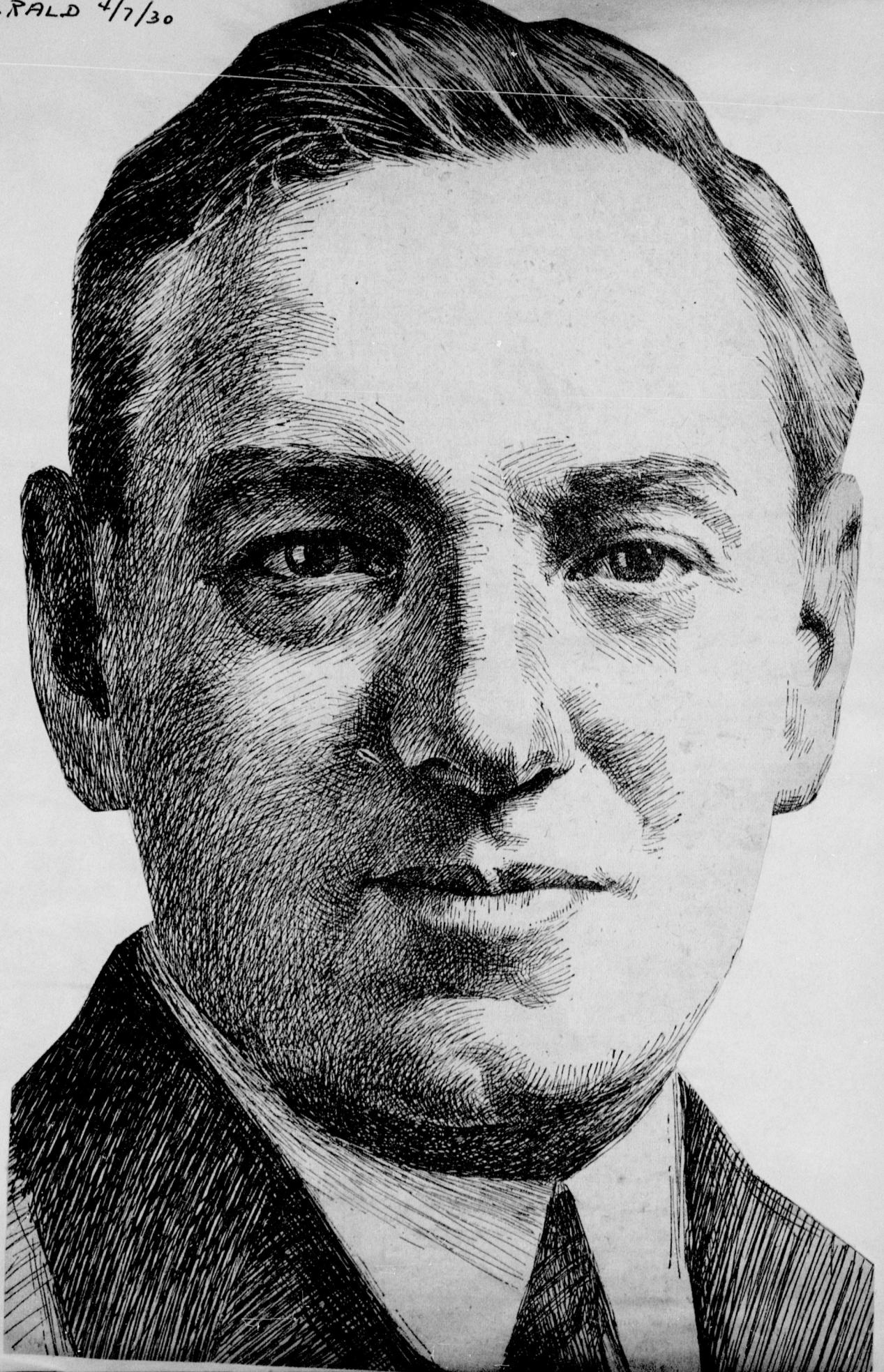
The remarkable progress made by The Boston Herald in the past two years has unquestionably been due, in large measure, to the comprehensive manner in which the events of the day are presented and the absolute fairness of its columns. Initiative and enterprise are combined in a program for depicting in color reproduction the leading characters and important events incident to the establishment of the Massachusetts Bay Colony.

The Boston Herald is to be congratulated in this notable contribution to the observance of the Tercentenary in that I am informed it is proposed that these beautiful reproductions in colors are to be furnished without charge to the public.

I have been privileged to inspect the series and shall deem it an honor when my allotment is secured to have them framed and placed in my home.

George S. Boutwell

HERALD 4/7/30



AMERICAN 4/7/30

Mayor Curley Is Considering a Steamer to Oblige Visitors

Mayor Curley has under consideration providing a special steamer to be used in Boston harbor this summer, to show tercentenary visitors historic spots along the waterfront.

This project, which is the original idea of Frank S. Davis of the maritime association of the Chamber of Commerce, has the backing of hundreds of harbor business men. The value of such a steamer is two-fold. Besides showing the sights to casual visitors, the steamer



would be used to demonstrate to visiting business men the many advantages of Boston harbor.

The port of Montreal maintains a full time steamer to show the harbor to visiting dignitaries. Philadelphia, which is planning a great drive for direct trans-Atlantic service, has a similar boat.

"We think such a steamer is the most practicable thing which could be done to help the harbor right now, in relation to the tercentenary," said Mr. Davis.

The Daughters of the American Revolution will hold their national convention here during May 20-23. On the 22nd of the month, they want use of a steamer to show the harbor.

Mrs. F. Alfred Patterson of Arlington, chairman of the committee, expects 125 or more will want to make the harbor tour. To these women, the harbor is rich with treasured traditions. This convention is only one of some 600 expected here during 1930.

On Being a "Sea Lawyer"

Speaking of traditions, a few definitions are in order. A good newspaperman is one who can write a column on any subject, at any time and at any place. A good (?) lawyer can talk for an hour on any subject, any time, any place. A "sea lawyer," according to the old salts, can "jaw" for hours on any subject, principally confined to bragging.

We're going to play "sea lawyer" for a few lines, to make an announcement about a new feature of the Boston Evening American shipping news. We have just made arrangements to print each day the reports of fishermen's catches brought in that forenoon. Look for this in the late afternoon editions, at the bottom of the table of ship arrivals and departures.

Not a Fish Story

When Capt. David Bone reported some months ago he had lost his

lead lines at Georges Bank and could not "find bottom" off New York this was at first hailed as a "fish story." Now, however, the U. S. Coast and Geodetic Survey is questioning all masters of transatlantic liners as to their experiences. Official soundings will be taken this summer.

This survey is prompted principally in the interests of fishermen. The submarine earthquake is believed to have broken away part of the continental shelf.

Harbor Clean-Up

Like a good housewife, Mayor Curley had a spring house-cleaning of the various statues and public buildings of interest to tercentenary visitors. Why not turn the hose on the harbor, Mr. Mayor? For



instance, these old hulks along Chelsea creek might well be removed. The rotting, unsightly relics will give a wrong impression of Boston to visitors entering by daylight.

Harry and His Cane

Among the celebrities on Big Levi, was none other than Harry Acton. For some reason, Mr. Hearst pays Harry money to write ship news for the New York American. We recognized Harry by his cane self-consciously swayed from his arm. Wipe away them tears, Kid Gangpank, your colum is good, too. In fact, we've heard of business men proudly telling their awestruck grandchildren that: "Harry Acton mentioned me in his newspaper once upon a time."

Women Bring Bad Luck (?)

We're a member of the great American diplomatic corps (consisting of all married men) so we use this heading merely to quote a sailor superstition. Our little series about traditions of Boston seamen seems to have clicked, so here goes for another.

Most captains seem to feel that a woman on board will cause a storm. (Not that this doesn't happen on shore, but—) A simple explanation of this superstition is that a woman's hairpin or the steel stays in her corset, will deflect the compass.

What's that? You retort that the compass is safe today?

No Need to Worry

Boston fishermen were at first greatly concerned by a report of a tax of one-third cent per pound to be assessed by the Canadian government on all fish taken in Canadian waters. A study of fish

landed here gives this ratio: caught



off Newfoundland, 7,000,000 pounds off Canada, 9,500,000; off U. S. points, 313,500,000 pounds. Therefore, the Canadian customs need not worry Boston fishermen particularly.

Steamship Notes

A Boston woman, Mrs. E. E. Hardy, is steaming southward on the Canadian National Steamship, Lady Hawkins, which swung into the Hub from Halifax for Bermuda and the West Indies. Many Americans are on board this trip.

The amount of paint used on the Leviathan in drydock, would paint an entire small American village.



The Lighthouse Service announces that a radio-beacon at Cape Cod Light Station was established the first of this month. The radio-beacon transmits every 180 seconds, groups of two dashes and one dot for 60 seconds, then silent 120 seconds—on a frequency of 305 kilocycles.

Boston will want to keep a weather eye on Philadelphia. This city of brotherly love is about to start a campaign to bring about the establishment of direct transatlantic passenger and freight services. A Chamber of Commerce committee will make a survey for various routes.

Eastern Steamship lines announce that steamers George Washington and Robert E. Lee will resume the Old Dominion line service between New York and Norfolk. These veterans of the Boston run to the metropolis were recently replaced by the renovated steamers New York and Boston.

AMERICAN 4/7/30

SOLONS FAVOR HOME RULE

Rep. Leo M. Birmingham, of Brighton, minority floor leader of the House, today came out strongly in favor of restoration of home rule for Boston in the appointment of the police commissioner.

"The appointing power, now lodged in the governor, should be vested in a three-headed commission, one of whom should be named by the mayor, one by the chief justice of the municipal court, and the third selected by the first two," Birmingham said. "I believe there would be no difficulty in selecting the third member."

"The people of Boston at the last election had the choice of retaining the old school house commission, whose members were appointed by the mayor, or creating a new commission of three, one to be appointed by the mayor, one by the school committee, and in the event that these two could not agree on a selection, the third to be named by the governor, he pointed out.

"The people chose the latter system and thereby established a principle which I believe should be extended to the police commissioner.

"I claim that the police commissioner, under the present system of appointment, is responsible to no one. Although graft and corruption have been brought to the attention of the Republican governors time and again, the condition was allowed to continue. Only through local control of the police department can we get a responsive system."

Added support for the plan was forthcoming from Senator Joseph J. Mulhern of Dorchester.

"I certainly favor giving the mayor of Boston the authority to appoint his own police commissioner," Mulhern declared. "The police commissioner is just as much a part of the mayor's official family as the fire commissioner is. The fact that there is no criticism of the fire department administration is significant. And there is probably as much chance for getting into trouble in the fire department as there is in the police force."

SOVIET FLAYED BY CONRY

"If St. Paul were alive today he would have been the editor of a newspaper," said the Rev. Hugh F. Blunt, Ph. D., famed Catholic poet and author, in an address before the North Cambridge Council Knights of Columbus, at their annual communion breakfast. He urged the 200 men present to aid in the spread of Catholicism.

The militant saint who came out of Tarsus, Father Blunt stated, was the forerunner of the newspaper editor of modern times, bringing the story of Catholicity throughout the world as he knew it.

"When the government of Soviet Russia robbed a church it robbed itself of the respect of mankind and when it looted cathedrals it lost the respect of the world," Joseph A. Conry, traffic commissioner of the city of Boston, asserted as he pointed out that "Soviet Russia has desecrated everything the United States has consecrated."

Thomas P. O'Neill was toastmaster, and the speakers were Francis J. De Celles and Harold Jackson, district deputies; Representative Paul A. Dever, Peter M. Larkin, exalted ruler of the Cambridge Lodge of Elks; John Thompson and Henry La Valliere, grand knights; Charles Birmingham, representing the State Council, K. of C., and Robert E. March of the North Cambridge Council.

OPPOSE PLEA FOR TANKS

"When the Curley administration comes in, we'll get our license."

This was the open boast of persons interested in a petition for permission to store 5000 gallons of gasoline at 1891 Columbus ave., according to Mrs. Lola M. Roginski, who appeared before the street commissioners today to oppose the permit.

The permit was applied for in 1928 and granted only to be overruled by the State fire marshal. Last year the street commissioners refused a permit.

Mrs. Roginski said she would appeal to the fire marshal if one was granted now. During a verbal tilt with William J. McCarthy, counsel for Thomas H. Sullivan, the petitioner, she told the lawyer to "dry up."

FIGHT WEST END 'GAS' PERMIT

An unnamed Boston fire department official was soundly scored by City Councillor John I. Fitzgerald today for approving an application for permission to erect a filling station of 5000 gallons capacity at 42-44 Sudbury st., West End.

The petition was taken under consideration by the street commission. Fitzgerald's demand for the name of the fire official who approved the application went unanswered.

The site was characterized as the worst possible for a gasoline station by Thomas F. Quinn, representing property owners, William E. McCarthy of T. Noonan & Sons and Harry Arvedon.

During the discussion it was admitted that George A. Gallagher, the petitioner, who proposes to raze a four-story brick building and lease land assessed for more than \$55,000, is an employee of a transportation company. It was denied that he represented an oil concern.

\$248,000 MORE FOR HOSPITAL

An order calling for \$248,000 additional for the proposed children's pavilion at City Hospital was sent to the City Council by Mayor Curley today.

This added cost would bring the total to \$572,000 and is required, according to hospital trustees, to provide an eight-story building instead of the four-story structure originally planned at a cost of \$324,000.

The contemplated four-story building would not permit the hospital to provide adequately for medical and surgical needs of children, the Mayor was told by the trustees.

The children's pavilion is to replace the present structure used for children, which is 60 years old and constitutes a possible fire hazard, officials believe, in spite of the installation of every safeguard.

TRAVELER 4/7/30

MAYOR LAYS CORNER-STONE

Curley Flays Real Estate Sharks in Bowdoin Sq Fire Station Talk

The cornerstone of the new fire station in Bowdoin square, to cost \$300,000, was laid today by Mayor Curley in the presence of city officials and dignitaries. It will house engine company 4, formerly located on Bulfinch street; engine company 6, now on Leverett street; ladder company 24, now located on North Grove street; water tower 1, now at Fort Hill square, and rescue company 3, now located in Charlestown.

Mayor Curley declared that real estate sharks had forced the destruction of the Revere House, a properly constructed building, when there were plenty of other sites in the West end available. The mayor also said that real estate sharks were unable to be satisfied with my other than the Revere House site where the fire station could be built, and that it would represent a total investment of \$750,000. Speaking of the destruction of property by arson, he declared it would be a good thing if 20 persons were jailed annually and said it would reduce the city fire losses to \$1,000,000.

Fire Commissioner Edward F. McLaughlin presided at the exercises. The other speakers were George E. Robinson, architect; City Councilman John I. Fitzgerald, Fire Chief Daniel F. Sennott. The Rev. Charles P. Heaney of St. Joseph's Church, Chambers street, gave the invocation, and the Rev. Harry B. Hall of the Temple Street Methodist-Episcopal Church the benediction.

CURLEY REQUESTS BIGGER PAVILION

Mayor Curley today asked the city council to add \$248,000 to the appropriation of \$324,000 for the children's pavilion at the City Hospital in order that an eight-story building may be substituted for the proposed four-story structure.

The hospital trustees reported to the mayor that the four-story building would not serve the needs, and a building twice that size which will house both medical and surgical departments was recommended.

It Is About Time

FOR years Boston has suffered from fire losses that might have been reduced tremendously except for absurd state laws governing procedure.

Things have been in a mess. Arson has flourished. Losses have been great. Insurance rates have been high. All this chiefly because the city could not go about solving its own problems but had to wait for the state to act.

The state fire marshal's office has a small crew of men who have too much work to do. Boston would have a fire. Obviously it was an arson job. The fire commissioner would have plenty of evidence.

Could he act? He could not. The law would not let him. He had to turn the whole matter over to the state fire marshal. For some reason or other, in years past, he got what he considered unsatisfactory action, or none.

Now we have a chance to change all that. The matter is before the Legislature. The Boston Chamber of Commerce wants the change. The mayor wants it. The Fire Chiefs' Club of Massachusetts wants it. The National Fire Protection Association wants it. The United Improvement Association wants it. The Box 52 Association wants it. So do the fire insurance interests and Commissioner of Public Safety Foote.

The proposal has been reported favorably by a legislative committee, unanimously. Let the legislators get busy and rush it through. It will help stop arson. It may save their own children's lives.



RECORD 4/7/30

Ought to Pass

Our existing State fire laws need the changes recommended by the special recess commission on fire prevention and embodied in the bill just reported to the Senate by the Legislative Committee on Public Safety.

Among the provisions of the new bill of particular importance to Boston is placing responsibility for investigating Boston fires upon the Boston fire department. Under the present law investigation of fires is made by the local department except in Boston, where such investigation is made by the state fire marshal's office.

One strong argument set forth for the proposed change is that the firemen are the first at a fire, ahead of any state investigators, and that they have earliest and best opportunity to observe any suspicious features.

The new bill is indorsed by Mayor Curley, Fire Commissioner McLaughlin of Boston, The Fire Chiefs' Club of Massachusetts, Boston Chamber of Commerce, Box 52 Association, United Improvement Association and the National Fire Protection Association.

HERALD 4/7/30

Conry Likens Civil Service Board To Star Chamber of King Charles I

Joseph A. Conry, Boston's new traffic commissioner, made a bitter attack on the civil service commission in an address yesterday morning at the annual communion breakfast of the North Cambridge council, Knights of Columbus, at St. John's school hall.

"We in Massachusetts are celebrating the great work of the founders of the colony 300 years ago," he said. "We pay honest tribute to the glory of the state, built on the wise advice of the fathers. King Charles I of England has three claims for distinction in our state. He granted the colony charter; the infamous star chamber was abolished during his reign and his head was cut off by an indignant constituency. Soviet Russia and the Massachusetts State House still support the star chamber.

THE OCTOBER PARADE

One or two non-recurrent holidays should be added to our present list. We should have in October a magnificent parade of the American Legion while it is holding its annual convention. The number of paraders may go as high as 100,000, and it is estimated that they will be about eight hours in passing. Just as the city took a day off to welcome home the Twenty-Sixth Division and, years before, to greet Admiral Dewey, the people will forego workaday tasks to cheer the men of the Legion. Now in the bloom of manhood, representing every state of the Union, and recalling the great deeds of 1918, they will be perhaps the most impressive host in the long history of the city. The enthusiasm of Boston will befit the occasion. If President Hoover should come here in advance of the Legion convention, and the Tercentenary exercises should reach a climax on President's Day, probably the schools would close and hundreds of thousands would mass here to have a glimpse of the celebration.

It has been suggested that the route of the Legion parade should be extended so that it will be at least as long as that covered by the Twenty-Sixth. Present arrangements provide for the usual course—Arlington to Beacon, Park, Tremont and Boylston street, and out Columbus avenue to Massachusetts avenue. Can these streets accommodate the great throngs? Fortunately, the question has arisen early, and the Legion officials will have plenty of time to consider all the factors.

TRANSCRIPT 4/7/30 Mayor Curley to Officiate at Opening

Speakers and Motion Pictures
Will Be Daily Features
at Exposition

Mayor James M. Curley will officially open the Modern Homes Exposition tomorrow night at eight o'clock, which is to be held in the Boston Garden and Exposition Hall until April 16. The doors will be opened at six o'clock and the early arrivals will be entertained with audible motion pictures. The exposition will remain open until 10:30. On the succeeding days the doors will open at 1 P. M. and will close at 10:30 o'clock.

From six o'clock to closing time there will be demonstrations of photos sent and received by radio, man-made lightning, high frequency furnace, radio ship installation and many other interesting and scientific demonstrations.

On the following days of the exposition, besides the speakers each day, there will be motion picture shows and special demonstrations. The program follows:

Wednesday, April 9, 2 P.M.—"Every Day Dinners," by Virginia Lee Marche of Edison General Electric Appliance Co. 3:30 P.M.—"Frozen Desserts and Salads," by Miss Eleanor M. Lynch of Frigidaire. 8 P.M.—"Hot Breads and Salads," by Miss Daurice F. Darling of Boston Consolidated Gas Co.

Thursday, April 10, 2 P.M.—"New Delights from the Kitchen," by Elsie R. Davis of Kelvinator Corporation. 3:30 P.M.—"Modern Home Lighting, Including Lamp Shade Making," by Miss Eleanor Dolan of Edison Electric Illuminating Co. 8 P.M.—"Seven Ways of Serving Vanilla Ice Cream," by Mrs. Sarah Crafts Smith of G. E. Refrigerator.

Friday, April 11, 2 P.M.—"What Electric Refrigeration Means to a Woman," by Mrs. Margaret Clarke of Frigidaire. 3:30 P.M.—"Electric Dinners," by Miss Daurice F. Darling. 8 P.M.—"Cakes and Frostings," by Virginia Lee Marche.

Saturday, April 12, 2 P.M.—"Aladdin's Lamp," by Mrs. Sarah Crafts Smith. 3:30 P.M.—"Broiling and Quick Breads," by Virginia Lee Marche. 8 P.M.—"Unexpected Guest," by Miss Daurice F. Darling.

Monday, April 14, 2 P.M.—"Luncheon Dishes," by Miss Daurice F. Darling. 3:30 P.M.—"Fancy Ices and Bridge Party Suggestions," by Mrs. Sarah Crafts Smith. 8 P.M.—"Food Handling in the Home," by Alice Bradley, principal of Miss Farmer's School of Cookery.

Tuesday, April 15, 2 P.M.—"Electric Washing Machines and Ironing Machines," by Mrs. Ruth Chamberlain of Edison Electric Co. Various types and new models methods of operation, demonstration of washing, drying and ironing. Continued 3:30 P.M.—"Cakes," by Miss Daurice F. Darling. 8 P.M.—"Oven Dinners," by Virginia Lee Marche. 9 P.M.—"Trustworthy, care-free service," by Elsie R. Davis.

Wednesday, April 16, 3:30 P.M.—"Spring Is Here," by Miss Daurice F. Darling. 8 P.M.—"Economics of Automatic Refrigeration," by Mrs. Margaret H. Clarke.

GLOBE 4/7/30

CONRY ASSAILS SOVIET DESECRATION

Says Russians Insult
Americans

Maintains World Intelligence
Opposes Moscow Policy

Soviet Russia has desecrated everything that the United States has consecrated, Joseph A. Conry, traffic commissioner of Boston, told members of North Cambridge Council, Knights of Columbus, at their communion breakfast yesterday morning.

More than 200 members of the Council attended mass at St John's Church at 7:30 o'clock celebrated by Rev Richard F. Geswell and received communion in a body. They then marched to the St John's School Hall on Rindge av, where breakfast and a program was enjoyed.

Mr Conry, the principal speaker, said that Russia is essentially religious, those professing the Orthodox faith being as sympathetic in their belief as the old Irish in Catholicism. He declared that it cannot be otherwise than that those who are trying to overthrow God cannot succeed. He declared the leaders were unbalanced by too much power.

"The accumulated intelligence of the world," according to Mr Conry, who has traveled in Russia, "is against the Soviet Government which has been rejected by Presidents Wilson, Harding, Coolidge and Hoover. Because of being rejected Russia in blind anger has warred against God."

"Soviet Russia has desecrated everything that the United States has consecrated. On the face of every coin minted by the United States appears the reverent inscription, 'In God We Trust.' How can a country which denounces God accept coin bearing on its face the public pledge of faith in God? When the Soviet robbed a church, it robbed itself of respect of mankind; when it looted cathedrals it lost the goodwill of civilization."

Mr Conry depicted incidents in American history involving the United States and Russia. He also paid a great tribute to Cardinal O'Connell, whom he characterized as one of the leaders of the world, a scholar, theologian and orator.

Rev Hugh F. Blunt, pastor of St John's Church, urged the knights to spread Catholicism, for never at any time is there so much need of not only educating themselves, but also others. He said that it pays to advertise in religion.

"St Paul," he said, "would have been an editor of a newspaper."

Other speakers introduced by Toastmaster Thomas P. O'Neil were: District Deputies Frances De Celles and Harold Jackson, Representative Paul A. Dever, Peter Larkin, exalted ruler of Cambridge Lodge of Elks; John Thompson, grand knight of Cambridge Council; Henry La Valliere, grand knight of Cambridge Council; Charles Birmingham, representing the State Council of the K. of C. and Robert E. Martin, grand knight of North Cambridge Council.

MAYOR AT FUNERAL OF MRS BRADBURY

Over 200 Attend Rites at
Home in Back Bay

Mayor James M. Curley, prominent city and State officials, representative business men and personal friends gathered to the number of more than 200 at the funeral services held yesterday afternoon for Mrs Harriet J. Bradbury, of Back Bay and Manchester, at her late home, 285 Commonwealth av.

The deceased was the widow of Frederick Thomas Bradbury, and a sister of the late George Robert White, who was one of the greatest public benefactors that Boston has ever known. Mrs Bradbury has devoted her life almost entirely to the works of charity for the common welfare and particularly has worked to carry out the cause as set forth in her brother's bequest of \$5,000,000 to the city of Boston.

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RECORDED BY POLICE LISTING

Has 502,394 Residents
Older Than 20

Boston has 41,466 unemployed, according to the official records, compiled after the police listing work. The listing this year shows that the city has 502,394 persons older than 20. These figures were given out today by Supt Michael H. Crowley.

The harbor police report 256 residents on the islands and only one unemployed and he is retired.

Division 2, which covers the city proper, has 206 residents and only five of these are without work.

Of the total listing about 8½ percent seemed to be unemployed. In the colored section, police reported that they found many men without employment, but few women jobless.

The following is a list of the districts and the number of unemployed: North End, 1983; West End, 1612; upper South End, 839; lower South End, 5057; South Boston, 1638; East Boston, 4888; Roxbury, 3806; Roxbury Crossing, 4731; Dorchester, 3113; City Point, 2376; Jamaica Plain, 1074; Brighton, 1566; Charlestown, 2265; Back Bay, 635; West Roxbury, 3025; Hyde Park, 729; Mattapan, 2073.

The Division of Statistics, State Department of Labor and Industries, today unofficially stated that the figure of 8½ percent regarding unemployment in Boston was not an abnormal condition and was in effect a good one for this time of the year.

It was stated that the normal unemployment due to shifting from job to job and also due to seasonal work was between 8 and 10 percent at all times.

The lowest unemployment percentage figure is 4 percent and frequently the figure rises as high as 10 or 12.

CURLEY ORDERS ALLEY CLEANED AND WIDENED

AMERICAN 4/7/30 Mayor Backs Order for 2 School Sites

Mayor Curley today approved an order of the department of school buildings for taking land for the erection of two elementary schools in West Roxbury, one in the Charles Sumner school district and the other in the Robert Gould Shaw district.

APPROVES LAND TAKINGS FOR ELEMENTARY SCHOOLS

West Roxbury land takings for elementary schools asked for by the School Buildings Department were approved by Mayor Curley today. One is in the Charles Sumner District and the other in the Robert Gould Shaw District.

Post 4/9/30

KEEPS UP HIS FIGHT ON BURKE

Hurley Says School Head Must Be Ousted

Firing what he termed "the first gun in a fight to oust the recently re-elected Superintendent of Schools, Jeremiah E. Burke," Joseph J. Hurley, chairman of the school committee, laid the blame for mismanagement of schools "at Burke's door as much as anyone's."

"NOT MY LAST SAY"

"Re-electing the superintendent has not put an end to the issues," he declared, "I personally have not had my last say on his re-election."

Hurley opposed Superintendent Burke's re-election last week. He spoke last night at Mattapan after a Tercentenary pageant had been presented by pupils of the Prescott School before a crowded Parent-Teachers Association meeting.

OPPOSED TO MAYOR NAMING POLICE HEAD

Bills providing for appointment of the Boston police commissioner by the Mayor, instead of by the Governor, were given adverse reports yesterday by the legislative committee on cities.

With four Democratic members dissenting, the committee reported leave to withdraw on the petitions of Senator John P. Buckley of Charlestown and Representative Joseph Finnegan of Dorchester. The dissenters are Representatives John A. Jones of Peabody, Daniel F. Moriarty of Lowell, James E. Hagen of Somerville and Thomas J. Lane of Lawrence. Michael J. Ward of Roxbury, the only Democratic Senator on the committee, has been absent from his legislative duties for several weeks on account of illness.

Millions have been spent in enlarging machine shop and woodwork facilities to the detriment of regular education necessities, Hurley charged, pointing out that while these sums have been spent, there are 240 portables or frame additions in use, hindering pupils with poor lighting and ventilation."

"Where Has This Money Gone?"

"Everyone knows we are far behind in our school building programme," he said, "the city of Boston has a larger high school attendance than Philadelphia, and Philadelphia has a population of 2,000,000, while we have only 800,000. That illustrates our difficulty."

"In the last nine years, we have spent \$27,000,000. Where has this money gone? With all our spending, we have little to show. We are without adequate high schools and there is a desperate need for elementary schools and junior high schools.

"We have spent hundreds of thousands of dollars in costly machinery in a wild development of trade school facilities. These departments are even being given the best locations in schools. It is like putting a garage in the parlor. I believe and many others believe with me that there should be just one centralized trade school. In 1916 there were 75 woodshops and 17 trade shops. In 1929, there were 78 woodshops and 86 trade shops.

"My committee is not responsible for this. We appropriate the money and the superintendent and the schoolhouse committee decide upon how it shall be spent.

Raps New Brighton High

"I believe that committee has a misconception of what true education is. We should spend more on learning the good old three r's, and less on the fancy frills. How many of those pupils using the machine shops will actually follow up such trades? We favor placing these trade facilities in additions to the schools as in the portables now used for teaching.

"Parochial schools are constructed at a cost 40 per cent less than the public schools, and I defy anyone to say that the product of the public schools is superior to that of the parochial schools."

Hurley termed the Brighton High School a "monument to someone's folly," and said it looks like a "medieval castle." He said that the pool in the Roxbury school which cost \$100,000 to construct is dry because there is not enough money to operate it, and he prophesied that enough would not be appropriated.

HERALD 4/10/30

CONRY TAKES CHARGE OF TRAFFIC TODAY

Traffic Commissioner Joseph A. Conry will assume charge of the department today. He was sworn in yesterday afternoon by City Clerk Doyle. Immediately Acting Traffic Commissioner Thomas F. Sullivan, who has been waiting to be relieved for several weeks, returned to the transit department.

GLOBE 4/10/30

COUNCIL COMMITTEE PASSES COURT ITEMS

Two Sections of Budget Held Up for Witnesses

Battle Forecast Tomorrow Morning When Fin Com Is Reached

All items of Mayor Curley's municipal and county budget that were scrutinized yesterday by the Council Committee on Appropriations were approved and sent along with the memorandum, "ought to pass."

Budgets for the Supreme, Superior and Municipal Courts, Registry of Deeds, Land and Probate Courts, and the medical examiner's department were covered. All court budget items, with the exception of those pertaining to East Boston and South Boston Municipal Courts and the Juvenile Court, were acted on.

Councilor McGrath objected when no representative appeared from the South Boston Court; the East Boston representative was ill. Councilor McGrath declared that the committee should not vote unless there was present a representative of the department under consideration.

Though the session was harmonious yesterday, it was rumored that some members of the committee might protest when the item calling for \$60,000 for the Boston Finance Commission is reached. Mayor Curley recommended that amount. The Legislature declined to raise the limit from \$50,000 to \$60,000, but the Mayor made provision for it in the budget. That item will probably get a hearing Friday morning.

Councilor McGrath took exception to figures called for in the appropriation for the probation department in the Superior Court and lower courts. He criticized the hiring of clerks by probation officers, and declared that soon there would be no one but probation officers in the courts.

Clerk Francis A. Campbell of Suffolk Superior Court appeared and protested against the exclusion from salary increases of clerical assistants receiving more than \$1600 a year. Some of them, he said, were worth \$3000 a year in private employment.

Court business apparently is picking up rapidly in West Roxbury, for it is estimated it will cost \$1600 a year more to transport prisoners from the court to institutions than it did in 1929. In Charlestown the expected increase will amount to \$100, while in Chelsea it is figured at \$50 less than last year.

Contd Post 4/8/30

Legislature had rejected a few years ago. He declared that the people of the North and West Ends were unalterably opposed to the Harriman-Fay plan, claiming that it would "dump" all the traffic into Haymarket square.

Urging the Council to reject the Harriman-Fay bill, Representative Marcella stated that the Legislature is now considering a bill, with the support of former Representative Martin M. Lomasney, providing for the widening of Beverley street and its extension to Atlantic Avenue. This plan, he said, could be carried out at a third of the cost of the Harriman-Fay proposal.

GLOBE 4/8/30

ASKS COUNCIL STOP GARRETT'S PENSION

Kelly Fails to Put Order Through at Meeting

Indorsement Is Given to Warner, but Only by Slim Vote

An order calling upon Mayor Curley and City Treas Edmund L. Dolan to stop further pension payments to Oliver B. Garrett was sidetracked on technicalities in the Boston City Council yesterday, but the Council did put through a resolution indorsing the present investigation of Garrett by Atty Gen Joseph E. Warner and his assistants.

The resolution was rejected first by Pres Lynch, who declared the order to be improperly drawn. The pension angle was then eliminated and the resolution was redrafted.

When it was introduced a second time, Pres Lynch prepared to refer it to the committee on rules, but Councilor Kelly moved for adoption under suspension of rules. The question was put to a vote and it was announced that the motion was lost.

Councilor Kelly then insisted on a rollcall and eight members voted for the order. They were Councilors Fitzgerald, Gleason, Power, Englert, Ruby, Norton, Murray and Kelly himself.

Following passage, Councilor Gallagher declared he did not think the Council should meddle on newspaper information and questioned the fairness of approval. Councilor Kelly declared, "The Police Department is our business. We all know that certain officials and officers are under investigation. We should at least show our faith in the Attorney General. We know now that the Police Commissioner is inefficient and that Garrett has been accused of receiving graft. There is no man here who should be in sympathy with a man of Garrett's type being paid by the taxpayers of the city."

Post 4/8/30

Mayor Raps Fire Laws at Cornerstone Laying



LAYING CORNERSTONE OF NEW FIRE STATION
Mayor Curley, trowel in hand, shown as he helped lay the cornerstone of the new central fire station at Bowdoin Square yesterday. At the extreme left of the picture is Fire Commissioner Edward McLaughlin.

Demands for stricter arson laws and bankruptcies. The Mayor stated that the "fire bug" was as dangerous as the gunman and should be dealt with accordingly. Most of the fires, he said, were not due to carelessness but to the firebrand or the arson fiend, whose only desire was to collect the insurance.

More than 5000 persons witnessed the ceremony and heard the Mayor attack the present conditions. He urged that passage of a law, making the installation of automatic sprinklers mandatory, claiming that if the law were passed, there would be fewer fires and more

fire Commissioner Edward F. McLaughlin presided.

HERALD 4/8/30 HYDE PARK WANTS 333 STREETS IMPROVED

The streets of Hyde Park are in such condition that there are 333 accepted and unaccepted thoroughfares in that district which are in need of improvement, according to an explanation made to the city council yesterday by Councilman Clement A. Norton of ward 18. He offered 333 orders for as many street improvements.

Post 4/8/30

GOODWIN ENDS TUNNEL PLANS

Fiery Attack on Harriman Results in Shelving by Council---Termed Plum for Speculators

Charging that the objects of the East Boston traffic tunnel amendment, increasing the cost from \$16,000,000 to \$20,000,000, were mainly to permit real estate speculators in Cross, Chardon and Merrimac streets to unload their holdings upon the taxpayers and to allow the Elevated to get rid of its Atlantic avenue overhead structure at the expense of the city treasury, Chairman Frank A. Goodwin of the Finance Commission yesterday induced the City Council to kill the measure which provided for \$4,000,000 worth of street widenings approaching the Boston end of the proposed tube.

The sponsors of the bill, President Henry L. Harriman of the Chamber of Commerce, and Chairman Frederic H. Fay of the City Planning Board, were bombarded with caustic criticism by the head of the Finance Commission in his first fiery appearance before the municipal assembly.

Chairman Goodwin also took to task Robert Whitten, New York consulting engineer, claiming that he had been paid over \$25,000 by the city and \$6000 by the State to draw up a comprehensive street programme here and that he had shifted his opinions regarding the tunnel entrance location to suit the whims of President Harriman, who secured the job for him, according to the Fin. Com. head.

Chairman Goodwin warned the Council that if the resolution were adopted permitting the Harriman-Fay amendment to go to the Legislature, it would not mean merely the expenditure of \$4,000,000 more, but would be the beginning of the \$50,000,000 programme for the "loop highway," which had already been defeated.

See Bill as Dead

Following the attack of the Finance Commission chairman, Councillor Wilson of Dorchester offered a motion that the resolution favoring the amendment to the tunnel act be tabled, and the motion was carried without a dissenting vote.

The Councillors indicated after the meeting that the resolution would remain permanently on the table. In this event the legislative committee on rules

will not admit the Harriman-Fay bill for consideration this year.

Arguing against the resolution, Chairman Goodwin protested to the Council that its favorable action would permit the Legislature to admit the Harriman-Fay bill, amending the present tunnel act, which provides for the expenditures of \$16,000,000 for a vehicular tube to connect East Boston with the mainland.

"Kill this measure," he said, "and let your Transit Commission start work on the tunnel which has already been authorized and delayed for almost a year. After you get the tunnel started and put hundreds of the unemployed to work, or even after the tunnel is opened to traffic, you can very well decide on what streets should be widened to provide easy access to the tube."

Speculators Get Busy

"There is no reason in the world why this bill should have been offered as an amendment to the present tunnel act," said Goodwin, "except as a 'rider' to help out the 'boys.' When they heard of the probability of widening Cross street, the real estate sharks got busy and bought up all they could get on Cross, Merrimac and a few of the other streets. But I think it was Representative Henry Shattuck who got busy at that time and killed the bill, leaving the speculators to hold the bag."

"The principal reason for this bill now is to let the speculators in after holding the bag for five years, even though the Legislature blocked it in 1925," snapped Goodwin.

In his attack on Harriman, who is chairman of the Board of Public Trustees of the Elevated, Chairman Goodwin said: "One thing he is looking for in this bill is the tying up of this street widening with the Elevated structure at Atlantic avenue, because the L structure is the one thing that the Elevated officials want to unload on the taxpayers."

Goodwin stated that the measure called for "plain talk" and that he did not want his opinions to be regarded as a personal attack on the proponents of the bill. He declared that he felt he had to talk openly as head of the Finance Commission whenever the question of expending millions of dollars of the taxpayers' money arose.

He declared that Mr. Harriman was no longer a member of the Metropolitan planning division, but that he "had himself elected director of plans so that he could keep his hand in the street widening programme. Harriman was called in on this tunnel matter as an expert, but I am going to disqualify him,

as an expert," said Goodwin.

Scores Harriman's "Shifting"

He then declared that Mr. Harriman for the past five years has been "shifting" from tunnel to bridge and then back to tunnel, and that he has changed his tunnel plan several times.

In regard to Mr. Whitten, the Finance Commission chairman said that the city had retained him in 1927 to lay out a street widening programme to meet the needs of the future, but that he recently changed his plan when the Harriman-Fay tunnel plan became known.

Declaring that Mr. Harriman had employed Mr. Whitten on the Metropolitan Planning Division to do similar work for the State, Chairman Goodwin added, "If you were working, you would soon shift if the fellows that were paying you wanted you to shift your plan."

Appealing for the start of construction work on the tunnel without delaying the matter through an attempt to secure an amendment for \$4,000,000 more, Goodwin declared that 500 families will be forced out by the tunnel property takings and knowing this the tenants have declined to pay their rent or have moved out leaving the property vacant. In fairness to the property owners, added Goodwin, "the tunnel takings should not be delayed longer."

Fay Makes Plea

President Harriman was forced to be in New York yesterday, it was reported at City Hall, and so did not hear the Goodwin arguments. But Chairman Fay of the City Planning Board sat directly behind the Finance Commission head as he unleashed his message to the Council.

Chairman Fay, in speaking for the bill, explained that its purpose was to increase the expenditure from \$16,000,000 to \$20,000,000 in order to make necessary street widenings near the Boston entrance to the tunnel so that traffic would be given easy access to the tube.

The bill, he said, proposed the widening and the extension of Cross street from Haymarket square to Atlantic avenue, the widening of Chardon street from Bowdoin square to Merrimac street, the widening of Merrimac street from Chardon to Haymarket square, and the widening of Haymarket square to permit the construction of a large traffic circle.

It was no new measure, he said, stating that the widening of Cross street had been recommended by public officials and commissions for the past 38 years, but inasmuch as it would benefit the proposed East Boston traffic tunnel, it was decided, he said, to offer it as an amendment to the tunnel act, so that it might be paid for out of the revenue of the tunnel tolls, rather than out of general taxation.

The toll money would go to the construction of the new streets, however, only if the average rate of 27 cents per vehicle brought enough business to exceed the requirements for the \$16,000,000 bond issue already authorized to construct the tunnel itself.

Marcella Opposes Harriman Plan

The resolution was before the Council, he pointed out, simply because the Legislature will not consider late bills without the approval of the city government. The bill was filed late with the Legislature, he said, because he and Mr. Harriman waited to confer with the Mayor, who came into office only five days before the time limit for filing bills at the State House had expired.

Representative Felix Marcella of the West End told the Council that the amendment was a part of the circumferential highway plan which the

Contd HERALD 4/8/30

but there is no suggestion about Chardon street in it."

Goodwin ridiculed the claim of Fay that the proposed street widenings are necessary and asked, "Who is going to come into Haymarket square to go through the tunnel?

"It's the beginning of a \$50,000,000 loop highway, the proposition that the Legislature threw out. The thing to do is to vote against this bill and let Tom Sullivan and the rest get busy and build a tunnel."

Goodwin added that the logical street improvement which should be made is to extend Beverly street to Atlantic avenue. His final word was to allow Harriman and Fay to present their bill to the Legislature as a street improvement and not as a rider to the tunnel. In asking for speed in starting the tunnel he declared that 500 families will be forced to vacate houses which will be razed and that owners are unable to rent their buildings or to collect rents from tenants who refuse to pay because they know that they will be forced to move shortly.

In his argument favoring the street widenings, Chairman Fay declared that a direct highway should be made from Bowdoin square to Atlantic avenue, which would run close to whatever tunnel entrance is approved and which would relieve traffic congestion in Haymarket square.

To Councilman Wilson he estimated the length of the widened roadways as 2700 feet and while he admitted that the tunnel bill authorizes street improvements within a radius of 1000 feet of entrances he said that the \$16,000,000 limit of expenditure will not allow of necessary widenings.

USED TO CAPACITY

Chairman Fay explained that provision had been made in the bill to apply any surplus of revenue from tunnel tolls to the street widening and he predicted that the proposed tunnel will be used to capacity almost as soon as it is available. He refused to indorse Chairman Thomas F. Sullivan's forecast that it would be from seven to eight years before tunnel tolls would be adequate to maintain the financial requirements.

To Councilman Fitzgerald, Chairman Fay admitted that the street widening plan was a part of the original tunnel bill, but was eliminated by the Legislature.

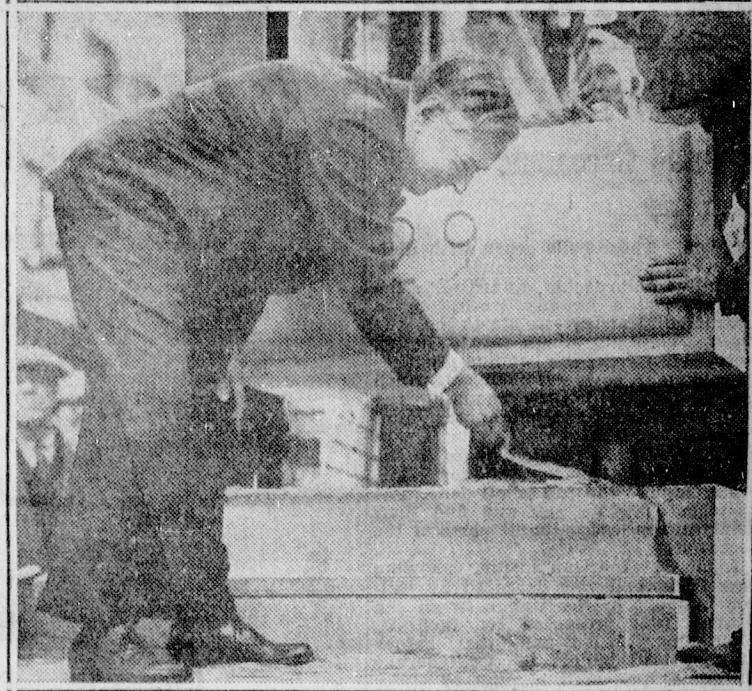
To Councilman Wilson, the statement was made that no suggestion has been made about the width of the widened Chardon and Cross streets which led Wilson to ask if it would not be a good idea to defer any vote until more time had been devoted to important details of the scheme.

Representative Felix Marcella spoke strongly in favor of the proposed widening and extension of Beverly street which he said was a Harriman plan.

The motion of Councilman Wilson to lay the street widening order on the table was passed without a dissenting vote.

GLOBE 4/8/30

CURLEY LAYS CORNERSTONE OF CENTRAL FIRE STATION



MAYOR CURLEY LAYING CORNER STONE OF CENTRAL FIRE STATION AT BOWDOIN SQ.

The cornerstone of the central fire station to be built at Cambridge and Bulfinch sts, Bowdoin sq, West End, was laid yesterday by Mayor Curley with impressive ceremonies. The fire house will rise on the site of the old Boston hostelry, the Revere House.

The site of the station was a bone of contention in the recent Mayoralty regime, and the Mayor in his address referred in veiled fashion to the odor of investigation that surrounded the selection of the site and the "real estate sharks" who, he said, stood by ready to reap a harvest.

Mayor Curley urged a compulsory sprinkler system in Boston and predicted that then there would be fewer fires and more bankruptcies. He said the man guilty of arson was fully as dangerous as the gunman.

He also condemned the person who rings false fire alarms and charged that most of the fires that happen are not due to carelessness or to accident.

but rather to the fire brand of the arson fiend whose only desire is to collect insurance.

He made a demand for city fire and police investigating bodies, declaring this will bring the fire losses down to \$1,000,000 instead of the present much higher figure.

Fire Commissioner Edward F. McLaughlin presided. George Ernest Robeers, architect, gave an oral sketch of the station. Chief Daniel F. Sennott said the building would cost \$500,000 and contain equipment valued at \$100,000.

The new house will quarter two motor pumps, two hose trucks, a rescue wagon, an 85-foot aerial ladder truck, a water tower and two district chiefs, in charge of 16 men.

City Councilor John L. Fitzgerald also spoke. Prayer was offered by Rev Charles P. Heaney, pastor of St Joseph's Catholic Church, West End, and benediction was pronounced by Rev Harry B. Hill of the First Methodist Church, West End.

HERALD 4/8/30

COUNCIL BACKS GOODWIN; HALTS WIDENING BILL

FIN COM HEAD ASSAILS FAY AND HARRIMAN

Challenges Qualifications As Tunnel Experts—Also Attacks Whitten

SAYS \$4,000,000 PLAN CAMOUFLAGES LOOP

Council Ignores Curley's Request and Tables Order

Frank A. Goodwin, chairman of the Boston finance commission, demanded yesterday that the city council ignore the advice of Henry I. Harriman and Frederic A. Fay on the East Boston tunnel project, and charged the former with vacillation, uncertainty and "deliberate misrepresentation."

Hardly less sensational was his attack on Robert S. Whitten, consulting engineer of the city planning board, of which Mr. Fay is chairman. Goodwin described Whitten as "an expert in drawing money from the state and city treasuries," and charged that he had obeyed the orders of Harriman and Fay.

REFUSE REQUEST

After Goodwin's outburst, the council without a dissenting vote refused to act on Mayor Curley's request for approval of the Harriman-Fay \$4,000,000 street widening scheme which they wish to attach to the tunnel legislation.

Not only did Goodwin repeatedly advise the council to pay no heed to the expert advice of Harriman and Fay but he flatly charged that the \$4,000,000 project is a subterfuge which hides the real purpose of the scheme in which

he declared that the directors of the Boston Elevated Railway are interested—the sale of the elevated structure on Atlantic avenue and its conversion into an overhead traffic roadway.

The criticism of Harriman and Fay was unexpectedly hurled in the face of the latter, who had previously tried to convince the council that the widening of Chardon and Merrimac streets, the creation of a traffic circle in Haymarket square and the widening and extension of Cross street were essential to the ultimate success of the tunnel.

Goodwin, reading from official records which defined the attitude that Harriman has taken on the tunnel project since 1926, called him vacillating and uncertain of his position and led to his final appraisement as far different from the characterization which he has been given as an expert.

WORKING IN UNISON

The finance committee chairman charged that Harriman and Fay have been working in unison and in his final summation, after he had charged that Whitten, who also has been employed as a consultant by the Metropolitan planning division, had obeyed their orders, he virtually demanded that the council ignore them as well as their street widening scheme.

Goodwin maintained that the primary purpose of the Haymarket square traffic circle and the widening of Cross street is to relieve the "real estate men who have been carrying the bag for five or six years, since they bought a lot of property because they believe that Harriman's loop highway plan was going through, and allow them to dispose of their real estate holdings."

In launching his attack on Harriman, who was reported in New York, and who sent his regrets to the council on his inability to attend the meeting, Goodwin declared that Harriman is the chairman of the trustees of the Boston Elevated and not a member of the metropolitan planning division, "although he had had himself elected director of plans" after his membership was terminated.

Goodwin challenged Harriman to produce any record showing that the metropolitan planning division has ever approved any East Boston tunnel plan advocated by Harriman and Fay and charged that Harriman has been guilty of deliberate misrepresentation. He added that the records of the city planning board fail to show that any tunnel plan has been approved.

CHALLENGES EXPERTNESS

"The only reason that Harriman has been called in to discuss tunnel plans," he said, "is that he has been known

as an expert. It is my purpose to disqualify him as an expert."

In 1925, he placed Harriman, as a member of the metropolitan planning division, on record as favoring a bridge instead of a tunnel but when Francis E. Slattery objected, the members turned around and recommended a tunnel.

"Thus we have Harriman, first in favor of a bridge and then a tunnel. Early in 1926 a report was issued in which both bridge and tunnel were approved. In March, 1926, Harriman presented a bridge bill to the legislative committee on metropolitan affairs. Along in December, 1928, he had shifted to a tunnel but after he found that he couldn't put the tunnel over and that Mayor Curley was coming in, he advocated a bridge and Mr. Fay was strongly in favor of a bridge. So they introduced a legislative bill for a bridge.

"I merely offer these facts to show whether they should be considered experts to the extent that the people of Boston should be committed to the expenditure of large sums of money.

"Their original tunnel plan called for an entrance in Central square, East Boston; then they shifted to Maverick square and their tunnel had a curve in it. Then there was a new plan which eliminated the curve. Later Harriman sprung the corkscrew plan and tried to unload that baby on me."

CORKSCREW PLAN

Goodwin charged that this corkscrew plan concealed its real mission, which, he asserted, was to make use of the Elevated structure on Atlantic avenue. "It was tied up with that Elevated structure that the Elevated people want to get rid of. And that scheme is tied up with this new scheme."

Goodwin continued that still another tunnel plan has been conceived by Harriman and Fay. "Neither is an expert in the sense that his judgment should be taken," he declared.

"There's another expert, Mr. Whitten, who was brought to Boston in 1927 for that was his first appearance as an expert and he collected his first money for work upon a comprehensive plan of street laying out in the entire city. He received \$8247 in 1927, \$8449 in 1928 and \$8722 in 1929 and he's still going strong. He has also been employed by Harriman as an expert for the Metropolitan planning division and he got \$6000 there at the time I looked him up.

"I summoned him before the finance commission and learned that after working two and a half years he had made plans and suggestions for a tunnel. He drew an entrance practically where the transit commission decided it should come out in the city proper and in East Boston—on Hanover street and in Central square.

"Where anybody with any sense knows that it ought to come out," added Goodwin.

"Then the fellows who were paying him caused him to shift. He has drawn a plan of necessary street realignments

GLOBE 4/8/30

TRAFFIC TUNNEL DELAYED AGAIN

Council Tables \$4,000,000 Amendment For Project

Goodwin Raps Harriman and Fay on East Boston Tube Plans

Chairman Frank A. Goodwin of the City Finance Commission, in the executive session of the Boston City Council yesterday, "took apart" the East Boston tunnel amendment intended to increase the cost of the tunnel from \$16,000,000 to \$20,000,000 and killed the deal.

Following the attack on the project by Chairman Goodwin, Councilor Robert G. Wilson Jr of Dorchester offered a motion that the resolution favoring the amendment to the tunnel act be tabled, and the motion was carried without a dissenting voice.

The chairman of the Finance Commission listened patiently to the statements and explanations by Chairman Frederic H. Fay of the city planning board, who was questioned by some of the Councilors.

When given the floor Chairman Goodwin declared that the principal object of the \$4,000,000 increase was to enable real estate speculators to unload on the taxpayers of the city, as well as to permit the Boston Elevated to sell the Atlantic-av elevated to the city.

Pres Henry I. Harriman of the Boston Chamber of Commerce and Chairman Fay of the planning board, as tunnel experts, were ridiculed by Chairman Goodwin, who scored their "vacillating opinions."

Advises Tunnel Start

"Kill this amendment," said Goodwin, "and let your transit commission start work on the tunnel which has already been authorized and delayed for almost a year. After you get the tunnel started and put hundreds of unemployed to work, or even after the tunnel is opened to traffic, you can very well decide on what streets should

be widened to provide easy access to the tube.

"There is no reason in the world why this bill should have been offered as an amendment to the present tunnel act, except as a rider to help out the 'boys'. When they heard of the probability of widening Cross st, the real estate sharks got busy and bought up all they could get on Cross, Merrimac and a few other streets.

"I think it was Representative Henry Shattuck who got busy at that time and killed the bill, leaving the speculators holding the bag.

"The principal reason for this bill now is to let the speculators cash in after holding the bag for five years, even though the Legislature blocked it in 1925."

Attacking Henry I. Harriman of the Board of Public Trustees of the Elevated, Goodwin said that Harriman no longer was a member of the Metropolitan Planning Board but that "he had himself elected director of plans so that he could keep his hand in the street widening program.

"He was called into the tunnel matter as an expert, but I am going to disqualify him as an expert," Goodwin said.

He accused Harriman of shifting back and forth from tunnel to bridge plans the past five years.

Fay Explains

Mr Fay's explanation of the \$4,000,000 amendment was that it was to make necessary street widenings near the Boston tunnel entrance. It called for widening of Cross st from Haymarket sq to Atlantic av; widening of Chardon st from Bowdoin sq to Merrimac st; widening of Merrimac st from Chardon to Haymarket sq and the widening of Haymarket sq to permit of the construction of a large traffic circle.

Tolls to meet the extra widening

costs, he said, would only be available if the average rate of 27 cents a vehicle was found more than enough to meet the bond issue requirements on the original \$16,000,000. City approval he said, was necessary in order to have the Legislature consider late bills; that the amendment was a late bill because Harriman wanted to confer with Mayor Curley who took office but five days before the time limit for filing bills in the Legislature.

Speaking against the amendment, Representative Felix Marcella said that it was part of the circumferential highway plan killed by the Legislature a few years ago. People of the North End and West End, he said, oppose the bill because it will dump all traffic into Haymarket sq.

He said the Legislature is considering a bill supported by Martin M. Lomasney providing for the widening of Beverly st and its extension to Atlantic av, at one-third of the cost of the Fay-Harriman proposal.

Points to Whims

Goodwin charged that to suit the whims of Pres Harriman of the Chamber of Commerce, Robert Whitten, New York consulting engineer, who was paid more than \$25,000 by the city and \$6000 by the State, shifted his opinions.

Engineer Whitten, said Goodwin, was hired to draw up a comprehensive street program here and that Harriman got him the job.

"If you were working, you would soon shift if the fellows that were paying you wanted you to shift your plan," said Goodwin.

The \$4,000,000 addition, said Goodwin, in warning the Council against adopting the resolution permitting the Harriman-Fay tunnel amendment to go to the Legislature, was but the beginning of a \$50,000,000 program for a "loop highway" which had already been defeated by the Legislature.

The fate of the amendment rests with the Councilors, who indicated, following the Council meeting, that it was scheduled to remain permanently on the table. Should it remain there the Harriman-Fay bill will receive no Legislative consideration this year.

Chairman Goodwin argued for immediate start on construction. He declared 500 families will have to get new homes; that tenants are not paying rent or have already moved, leaving vacant buildings which, he said, was unfair to property owners. There should be no more delay, he said.

COUNCILORS WANT MORE STREETS BUILT

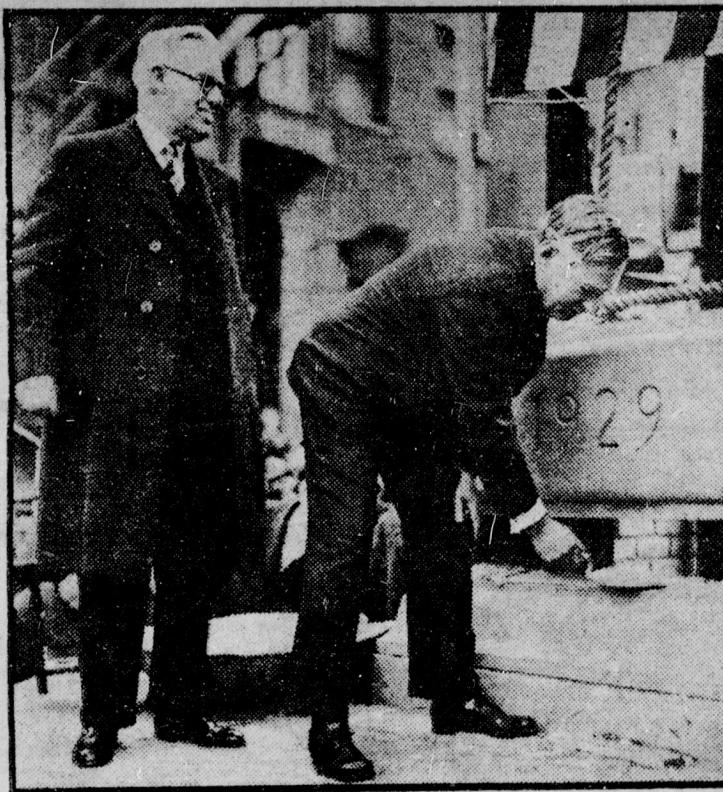
Councilors from Hyde Park and West Roxbury, if they have their way, will keep the Street Department busy for years. Apparently residents of the two districts are in great need of streets. Yesterday Councilor Norton of Hyde Park introduced an order calling for the construction of 333 accepted and unaccepted streets in Hyde Park.

Some time ago Councilor Cox of West Roxbury pushed through orders for as many if not more streets than the many from Hyde Park.

Councilor Norton argued that his orders represented more evidence why the Legislature should hasten and pass the \$10,000,000 loan order asked for Mayor Curley for street construction all over the city.

RECORD 4/8/30

His Honor Goes In for a Bit of Masonry



(Daily Record Photo)

Mayor Curley, right, shown yesterday as he wielded a mason's trowel in setting in place the cornerstone for the new fire station in Bowdoin sq., with Fire Commissioner McLaughlin looking on. The new house will be a model for the country.

HERALD 4/8/30

WITHOUT CIVIL SERVICE

The measure giving the Port Authority of Boston permission to choose employes independently of the Civil Service Commission has passed each branch of the legislature quickly, and Governor Allen will probably sign it. The grant in general is a dangerous one, in that it restores the very abuses which made Civil Service necessary. In this particular case, however, the action was wisely taken. The Authority will now be able to select the men best qualified to do the important work which must be accomplished if Boston is to obtain that portion of coastal and ocean commerce to which it is entitled.

This is only a beginning, of course. As Providence will discover, business does not necessarily follow the creation of facilities for doing business, but is more likely to precede. All port experts agree that there must be something to fill the ships with. The Boston Port Authority is working to obtain that and meanwhile is improving as rapidly as possible the facilities which will be necessary if it comes. The situation is far from hopeless, but success will not come quickly and there is no assurance that, once the increased business comes here, it will stay unless there are vigorous efforts to retain it, efforts to which both the state and the city must give assistance.

'Tunnel' Plan Killed After Goodwin Rap

Following a torrid attack on Henry I. Harriman by Chairman Frank A. Goodwin of the finance commission, the City Council in executive session yesterday tabled, and thereby killed, proposed endorsement of legislation providing for expenditure of \$4,000,000 for street widenings in the North and West Ends in connection with the \$16,000,000 East Boston tunnel.

Goodwin showed by reports and dates that Harriman, who with Frederic H. Fay, chairman of the city planning board, is sponsor of the plan to raise the tunnel cost to \$20,000,000, has vacillated for years between a bridge and a tunnel and thereby was disqualified as an expert.

He declared that this was the beginning of a new attempt to pass legislation for a \$50,000,000 loop highway about the downtown area, which the legislature once "threw out."

"When that plan had a lot of friends, the real estate boys bought up a lot of property and they were left holding the bag," said Goodwin. "I believe this new measure is principally to give them a chance to unload."

Goodwin appealed to the councilors not to endorse the \$4,000,000 additional because it would further delay construction of the tunnel which, he said, ought to begin at once to give employment to hundreds of men.

Frederic H. Fay argued for the measure which provided for widening of Cross st., enlargement of Haymarket sq. and construction of a huge traffic circle there.

HERALD 4/8/30

NEW BERTHS IN SCHOOL SYSTEM

Committee Creates and Fills Positions at Regular Meeting

RECEIVES THANKS OF BURKE AND DOWNEY

Two new positions were created by the school committee last night at a regular meeting. Louis C. Keyes, senior assistant at the continuation school, was made head of the girls' division, while John P. Sullivan was made supervisor of health in the department of hygiene of the school system.

The committee, in routine fashion, voted increases for purchase of raw materials to be made into salable products by the students at the trade school for girls and the Boston trade school. In recent years unions have protested against this. The Boston trade school obtained an \$800 increase to \$1800, while the girls' school got a \$100 increase to \$1500.

Chairman Joseph J. Hurley of the committee commented upon the sudden death of John Doonan, chief custodian of the school committee building. Asserting that the death was a "shock to the committee," Mr. Hurley praised Mr. Doonan for his faithfulness and loyalty to the committee members, and, speaking for the press, expressed their gratefulness for Mr. Doonan's kindnesses.

Robert F. Denvir, formerly of the Boston Globe and now teacher of journalism at Dorchester high school, was appointed to teach in the evening school there. Other evening appointments were: Fred G. Perine to Roxbury high school, May E. Briggs to Comins schools, Mary M. Fitzgerald to Phillips Brooks school, and S. Margaret Knowlton to Washington Irving school.

ACCEPT REAPPOINTMENTS

Supt. Jeremiah E. Burke, in a letter, accepted his reappointment as superintendent for a six-year term beginning Sept. 1, and thanked the committee for "this expression of confidence." Asst.-Supt. Michael J. Downey, who was also reappointed, accepted and indicated his pleasure at the vote.

Miss Agnes E. Reynolds, who received the commendation of the survey committee for her work, was given extra compensation for her labors as clerk of that body. Frank J. Herlihy was appointed principal of the High O'Brien summer review elementary school. It was voted to print 60,000 copies of the Boston schools word list, combining spelling and vocabulary assistance for pupils in grades 5 to 8.

Business Manager Alexander M. Sullivan reported that drafts to March 31 were: Expenses under school committee control, \$3,603,468.63; expenses of department of schools buildings, \$123,258.80; expenditures for land, plans and construction of buildings, \$629,725.77. Total expenses for all school purposes for the quarter were \$4,366,453.20.

HERALD 4/8/30

MORE THAN 500,000 VOTERS IN BOSTON

Police List Shows 502,394 Persons Over 20

There will be more than a half a million voters in Boston this year it was indicated by police listing returns filed with Supt. Crowley yesterday. The police head stated that figures show the city has 502,394 persons over 20 years old who will be eligible to vote at the state elections next September.

The second day of enumerating the returns of 339 precincts in Greater Boston started at police headquarters early yesterday morning with more than 100 girls working under the direction of Inspector Thomas H. Mulrey. It is expected that the number will be doubled during the week to complete the tabulation before the end of next month.

According to records compiled by the police of 19 divisions in every part of the city, Boston has 41,466 persons unemployed, the majority of whom are men. Of 256 island residents in Boston harbor only one man is listed as jobless and he is retired, while in the downtown district covered by the Milk street police the city proper residents number 296 with only five out of work.

The table showing the number of persons listed by each police division and the number of unemployed as of April 1, follows:

	Listed	Unemployed
Div. 1	10,126	1,983
Div. 2	296	5
Div. 3	21,458	1,612
Div. 4	5,318	839
Div. 5	37,894	8,037
Div. 6	12,065	1,638
Div. 7	32,894	4,888
Div. 8	256	1
Div. 9	56,192	2,806
Div. 10	42,115	4,751
Div. 11	62,387	3,113
Div. 12	25,245	2,376
Div. 13	23,251	1,074
Div. 14	41,673	1,566
Div. 15	18,669	2,265
Div. 16	27,351	635
Div. 17	34,687	8,023
Div. 18	14,460	729
Div. 19	36,495	2,073
Totals	502,394	41,466

POST 4/8/30

EXPENSES OF HUB SCHOOLS

\$4,366,453 Reported for First Three Months

A summary of expenditures for all items of maintenance under the control of the Boston school committee for the first three months of this year, as submitted by Business Manager Alexander M. Sullivan at last night's meeting of the school committee, amounted to \$3,603,468.

The expenditures for alterations, repairs, furniture and fixtures for school buildings by the Department of School Buildings amounted to \$123,258. The total expenditures for maintenance for the first three drafts of the current financial year were \$8,726,727. The expenditures for lands, plans and construction of school buildings by the Department of School Buildings for the first three drafts of the current financial year amounted to \$629,725.

The total expenditures for the first three months of the current year for all school purposes, exclusive of interest and sinking fund charges, were \$4,366,453.

At last night's meeting Superintendent Burke acknowledged the vote of the school committee reappointing him to another six-year term as head of the Boston public school system. A similar acknowledgement was recorded from Assistant Superintendent Michael J. Downey.

It was voted by the School Committee to allow the principal of the Trade School for Girls an additional sum of \$100, increasing the total to \$1500, for the purpose of paying bills for materials and incidental expenses which enter into products to be sold after manufacture by the students.

Katherine A. Eldridge was appointed assistant in the kindergarten division in the Longfellow district, while Louise C. Keyes was promoted to head of the Continuation School and John P. Sullivan was raised from sub-master to supervisor of health, department of school hygiene.

4/8/30

REPORT 41,466 JOBLESS IN BOSTON

Police Say Unemployment Condition Is Normal

Boston, with 502,394 residents older than 20 years, has a total of 41,466 unemployed, according to the official record compiled by the police last week, it was announced yesterday by Supt. Michael H. Crowley.

Of the total listing about 8½ percent seemed to be unemployed. In the colored section, police reported that they found many men without employment, but few women jobless.

The following is a list of the districts and the number of unemployed: North End, 1983; West End, 1612; upper South End, 839; lower South End,

5057; South Boston, 1638; East Boston, 4888; Roxbury, 3806; Roxbury Crossing, 4731; Dorchester, 3113; City Point, 2376; Jamaica Plain, 1074; Brighton, 1566; Charlestown, 2265; Back Bay, 635; West Roxbury, 3025; Hyde Park, 729; Mattapan, 2073.

The division of statistics, State Department of Labor and Industries, unofficially stated that the figure of 8½ percent regarding unemployment in Boston was not an abnormal condition and was in effect a good one for this time of the year.

It was stated that the normal unemployment due to shifting from job to job and also due to seasonal work was between 8 and 10 percent at all times.

The lowest unemployment percentage figure is 4 percent and frequently the figure rises as high as 10 or 12.

TRAVELER 4/9/30

V.F.W. LEADER COMING TO HUB

Commander Duff Will Be Honored by State and City Officials

Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars will make an official visit to Boston Thursday of next week with Mrs. Bessie Hanken, national president of the Ladies' Auxiliary. Other organization officials will accompany them.

Gov. Allen and Mayor Curley will be among those to receive them. A series of luncheons and receptions will be interspersed with official meetings and inspection of all government hospitals in Massachusetts. The visit will cover a period of three days.

GREETINGS AT STATION

The party will arrive in Boston at 10:30 A. M. on April 17. At the South station they will be greeted by State Comdr. Max Singer and a committee including Eugene P. Carver, past commander-in-chief; Joseph Hanken, past department commander and national councillor; George Cronin, department junior vice-commander; Joseph Fern, department councillor, and Walter Howard.

After receiving an official welcome, Comdr. Duff and his party will be taken under escort to the State House where greetings of the commonwealth will be extended by Gov. Frank G. Allen. Following a tour of points of interest on Beacon Hill, the guest will be escorted to City Hall to meet Mayor Curley. Later a luncheon will be given at the Parker House with Gov. Allen as host.

Late in the afternoon Comdr. Duff and his party will motor to Providence for a brief visit to the department headquarters of Rhode Island. A banquet and reception will be tendered in that city the same evening.

For the following day visits to veteran hospitals and the navy yard have been arranged. The national commander will officiate at a meeting of the council of administration of the department of Massachusetts in the evening.

PATRIOTS' DAY BANQUET

Saturday, Patriots' day, in the morning, the veterans will join with the city of Boston in the celebration. At exercises at North square, Copp's Hill and Eliot square, Roxbury, Comdr. Duff will speak. Immediately following, the party will be given a luncheon at the Ritz-Carlton Hotel by Mayor Curley. Chairmen of all post poppy committees will attend a meeting in the afternoon at the Elks Hotel, where the guest will outline plans for this year's drive, during which the organization expects to dispose of more than 6,000,000 of the emblematic Flanders field flowers made by disabled veterans in hospitals throughout the country.

Veterans of Foreign Wars and members of the Ladies' Auxiliary to a number that will undoubtedly exceed 1500 with prominent state, city, army, navy and veteran organization officials, will greet the visitors at a banquet and reception in the main dining room of the Elks Hotel.

TRANSCRIPT 4/9/30

Allen and Curley to Real Estate Men

They Address Mass. Real Estate Luncheon Party at the Statler

Governor Frank G. Allen and Mayor James M. Curley this afternoon addressed members and guests of the Massachusetts Real Estate Exchange at a luncheon at Hotel Statler. Two hundred men were present.

"When it is taken into consideration that the value of real estate in Massachusetts represents something over \$7,000,000,000, one must admit that this great amount of wealth, which exceeds that of any other source, is entitled to constant recognition in a consideration of the economic problems of the Commonwealth," said the governor. "The constantly increasing demands of municipal Government for revenue not only to continue but to extend activities growing out of the present-day requirements for education, highways and fire and police protection, have resulted in the taxable real estate bearing constantly each year an increasing burden.

"Massachusetts, like every other State, has found that real estate absorbs nearly all of the increases which have come by way of expenditure for city and town expenses. The theory of ability to pay has long since vanished in respect to real estate, because benefits, so far as the real estate itself is concerned, are greatly over-compensated by way of tax requirement. The only possible connection between the real estate tax payments now and ability to pay is the argument that through the real estate tax the benefits to the individual are reached and compensated for."

Mayor Curley said that the United States Lines and other steamship interests are soon to make Boston a port of call and this will give a chance for good bottom cargoes. He said that he favors the proposed \$1,000,000-1,000,000-bushel grain elevator at South Boston. With the elevator and arrangements completed for shipment of grain from Oswego to Boston this port will have a one-cent advantage over Baltimore on each bushel. He told what he is doing for the benefit of the commercial and industrial life of Boston.

President Hoover's Administration, said the mayor, is in "the blue-print stage," and when it gets under way the results will be good. There is a vast difference, said Mr. Curley, between the politician's and the engineer's way of doing things. The latter goes at it scientifically, thoroughly, for permanent benefits.

AMERICAN 4/9/30

City Collector Reported Better

City Collector George H. Johnson was reported as "getting along finely" at St. Margaret's Hospital, Dorchester, where he was taken Saturday night suffering from a foot infection. Hospital physicians stated that he would be ready in a week or 10 days to return to his home at 490 Center st., Jamaica Plain.

AMERICAN 4/9/30

MAYOR TURNS DOWN BID FOR SPRINKLER

Council Committee Hears Plea of Penal Commissioner for Movie Equipment

Prisoners in the House of Correction at Deer Island will have "talkies" before many days, it was disclosed today at a budget hearing held by the city council committee on appropriations at city hall.

Penal Institutions Commissioner William G. O'Hare, interpreting figures for the committee, explained that contemplated improvements include installation of sound equipment for motion picture shows.

He also revealed that Mayor Curley had disallowed the department request for \$10,000 to install automatic sprinklers in the House of Correction, although he allowed \$2500 for sprinklers in the Deer Island warehouse.

A request for an appropriation for a motor pumping engine to replace the old steam fire engine at the island was also disallowed.

Commissioner O'Hare told the committee that hospitalization facilities at the institution were not adequate and he intends to ask the courts to send persons suffering from delirium tremens to a hospital rather than to the island.

Another disclosure was that locks on certain cells, installed recently, have failed to function and new locks are being put on.

O'Hare suggested that the steamer Michael J. Perkins, which is used for carrying prisoners and visitors to the island, might well be replaced, "because it goes sideways as fast as it goes ahead."

In five years nearly \$90,000 has been expended in repairs. A new boat would cost \$150,000, he said.

AMERICAN 4/9/30

Mayor Curley Will Open Public Links

Mayor Curley will personally open the public golf season tomorrow afternoon at 2:30 o'clock when he will drive the first ball off No. 1 tee at the municipal links at Franklin Park.

The course has been put in perfect condition by a corps of workmen, under the direction of Chairman William F. Long of the park commission, who will preside at the opening exercises.

AMERICAN 4/9/30

JOINS SINKING FUND BOARD

Eugene M. McSweeney, circulation manager of the Boston Evening American and Boston Sunday Advertiser, has been appointed to the sinking fund commission by Mayor Curley. His term will expire May 1, 1932.

Mr. McSweeney, who lives in Chilton rd., West Roxbury, has been long identified in the newspaper and advertising business in this city, and is a well-known figure in public life. He is married and has three children, Eugene M., Jr., who attends Huntington school; John M., and Patricia. Both of the younger children attend West Roxbury schools.

The mayoral appointee was born in Marlboro, and was graduated from Manhattan College, New York. He is a member of the Boston City Club, Commonwealth Country Club, Boston Chamber of Commerce and the Hyannisport Club.

In former years Mr. McSweeney was identified with the old Boston Traveler; with the Hearst newspapers from 1910 to 1923, and for six years was president of the Eugene M. McSweeney Advertising Agency.

CHILEAN GREET MAYOR CURLEY

From far away Chile, Mayor Curley today received belated but welcome congratulations on his election, from a man whom he doesn't know, but who is apparently a former Bostonian.

The letter was from J. Bligh, writing on March 19, from Barquitos, Chanaral, Chile, on the latter head of the Potrerillos Railway Co.

"I want to congratulate you and the people of the city of Boston on your election as Mayor," wrote Bligh. "I knew you would be elected and it sure was a pleasure to read about it in this far away place. With best wishes for health, happiness and success."

It took five months for the election news to travel to this man in the interior of Chile and for his congratulations to travel back to Boston.

APPROPRIATION BUDGET TO BE EXAMINED TODAY

The City Council Committee on Ap-

Mayor to Drive First Ball at City Golf Course Opening

Mayor Curley's golfing prowess will be on exhibition tomorrow afternoon when he tees off at the municipal course at Franklin park, officially opening the course for the 1930 season.

It is rumored the mayor swings a mean driver but this will be proved or disproved for the edification of other city officials when the mayoral club goes into action at 2:30.

It will be better than "swinging the axe" and a large crowd is expected. The chances are one or two other officials may be induced to show their stuff, for the golf bug bit some of them long ago.

HARBOR JOB TO PROVIDE WORK

Work for many will be provided on the proposed improvements in the old harbor and Neponset river and Congress is expected to approve the project in time to start operations early in the summer. The project calls for an expenditure of \$162,000 and the work will be carried out under federal supervision.

City and harbor officials were pleased today to hear from Washington that the proposal had been approved by the House rivers and harbors committee for incorporation in the general rivers and harbors bill. The latter measure will be reported next week.

GLOBE 4/9/30

TO FORECLOSE TAX DEEDS ON 52 PARCELS OF PROPERTY

Corporation Counsel Samuel Silverman yesterday notified Mayor Curley that steps had been taken to foreclose tax deeds to 52 parcels of property, valued at \$206,900, held by the City of Boston. Petitions were filed yesterday in the land court. It is the first of a series of petitions that will be filed and the procedure will be continued until all tax titles held by the city are redeemed or foreclosed in the land court. It is a custom for property owners where the city has tax deeds not to pay any taxes.

TERCENTENARY FLAG IS RAISED

G. A. R. Men Take Part in Exercises at Statler

The first raising of the official tercentenary flag took place at 1 today, when this new and interesting emblem of the 300th anniversary of the founding of the Massachusetts Bay Colony was raised on the Hotel Statler.

A feature of the brief flag-raising was the presence of the G. A. R. men who are holding their annual encampment in Boston with headquarters at the Statler. Commander-in-Chief Foster and other leading officers of the organization were present, also members of the W. R. C., the Sons and Daughters of Veterans and Ladies of the G. A. R. The G. A. R. made a display of its colors, adding to the attractiveness of the occasion.

The flag-raising program was under direction of Maj Charles T. Harding and Mrs Colin W. MacDonald of the Election Commission. Herbert Parker, one of the chief executives of the tercentenary organization, spoke, as did Ex-Mayor John F. Fitzgerald who represented the Boston Tercentenary Commission.

The exercises opened with the playing of "America" and concluded with the playing of "The Star Spangled Banner" by the bugler.

The new flag is 8x12 feet and is in the colonial colors of blue and buff. In the center of the field is the inscription, "Massachusetts Bay, 1639-1939," and the famous Massachusetts codfish, also the name tercentenary.

Following the flag raising an informal dinner was served at the Statler at which the Mayor and city departments were represented. Robert E. Harding represented the American Legion.

CURLEY BOOSTER IN CHILEAN WILDS

J. Bligh of the Potrerillos Railway Company, located somewhere in the Chilean wilderness may be a former Bostonian, maybe a former Tammany Club member, but at any rate he is a booster for Mayor James M. Curley. The Mayor said he did not happen to remember J. Bligh, but apparently J. Bligh remembered him, for the Mayor this morning received a letter bearing a Chilean postmark of March 19, and containing the following message:

"I want to congratulate you and the people of Boston on your election as Mayor. I knew you would be elected and it sure was a pleasure to read about it in this far-away place. With best wishes for health, happiness and success."

Sincerely yours,

J. Bligh

appropriations, Councilor Robert Gardner Wilson Jr., chairman, will today begin the examination of the appro-

priation budget for municipal and county departments. Heads of departments will appear to explain the financial requirements of their departments as provided for in the budget.

\$3,700,000 TO PUBLIC FROM MRS BRADBURY

Massachusetts General Hospital Gets \$1,500,000

Art Museum, College of Pharmacy
\$1,000,000 Each, by Will

More than \$3,700,000 in public bequests are provided by the will of Mrs Harriet J. Bradbury of 285 Commonwealth av, filed yesterday. Her estate is estimated at between \$12,000,000 and \$15,000,000. The Massachusetts General Hospital receives not less than \$1,500,000, the Boston Museum of Fine Arts not less than \$1,000,000, the Massachusetts College of Pharmacy, \$1,000,000, and the Boston Lying-In Hospital, \$200,000.

Mrs Bradbury was the widow of Frederick Thomas Bradbury, who was associated up to the time of his death with the Potter Drug and Chemical Company, and the sister of George Robert White, who left an estate now valued close to \$6,000,000 to the city of Boston for humanitarian purposes, the income of which is being used for establishment of health units.

She made her will June 5, 1923. Codicils were added April 9, 1927; Dec 31, 1928, and Feb 5, 1930.

The executors named are Charles H. Hamilton, Malden; Charles H. Barnes, Hingham, and the First National Bank.

The will provides \$10,000 for the Boston Bank Officers' Association, in memory of her late husband.

To the Free Hospital for Women in Brookline is bequeathed all of Mrs Bradbury's jewelry, to be sold and the proceeds held as a permanent fund, the income to be used for general uses.

Library Left to Harvard

To Harvard College is left the Bradbury library.

Mrs Bradbury directed that her stock in the Potter Drug and Chemical Company shall be held by trustees for at least five years, when they are directed to pay the income to the two residuary legatees. These trustees are designated as Charles L. Hamilton, William D. Gooch and Samuel M. Best, officials of the Potter Company.

Several provisions are made for friends and for the faithful employees in Mrs Bradbury's home and in the Potter Company.

In the case of the Art Museum, and

perhaps of the Massachusetts General Hospital, the bequests are among the largest ever received. The fact that each of the institutions is given, besides the amounts named, one-half of the residue, is of special interest.

College of Pharmacy

The bequest to the Massachusetts College of Pharmacy is thus worded: "I give the sum of \$1,000,000 to said Massachusetts College of Pharmacy upon trust to hold the same as a permanent trust fund to be known as the Mary White Sullivan and Harriet White Bradbury Fund in memory of my sister and myself, the income only to be used and the same to be applied to the following purpose:

"First: To the care and maintenance of the building which was my late brother's gift to the college, according to the highest standard of care and condition, both as to its exterior and grounds and as to its interior and equipment, as alone befits an institution devoted to teaching the profession of pharmacy.

"Second: To provide for the post-graduate and advanced courses of instruction and of research in order to insure the maintenance by the college of a high place among the colleges of pharmacy which in my opinion will always depend more upon the qualification of the holders of its degrees than upon their number, and

"Third: So far as may be consistent with the foregoing to apply the remainder of said income to the general purposes of the college. It is my hope as it was that of my late brother, that its growth and progress will be rather in the quality than in the quantity of its output, and that the former shall never be sacrificed for the latter."

Memorials to Brother

In disposing of the residue of her property Mrs Bradbury especially had in mind her late brother, for whom these gifts to the Art Museum and the Massachusetts General Hospital are to stand as monuments; and this is equally true in the case of the College of Pharmacy.

The clauses disposing of the residue, which are by far the major bequests of the will, are as follows:

"One-half of all the rest and residue of my property of every nature I give to the Museum of Fine Arts in Boston, of which my late brother, George Robert White, was for many years a trustee, an amount thereof not less than \$1,000,000 and not exceeding \$2,000,000 to be used for the construction of a new wing to be called the George Robert White Wing in his memory, whenever in the discretion of the trustees the growth of the museum shall call for further expansion, the remainder of said one-half of the rest and residue or all of it to be used for construction, to be held as a permanent fund, of which only the in-

come shall be used, the same to be applied, first, to the special attention and care and repair (which only skilled workmen can give) of the old English and the old French rooms which I have lately given to the museum and all other objects of art which shall have come from my brother or myself; second, to the acquisition from time to time of such future objects of art, furniture, pictures or other items of especial appropriateness as will tend to make these rooms complete and perfect types respectively of the English and French art of their times; the remainder of said income to be used for the general purpose of the museum."

Hospital Building

"The other half of all the rest and residue of my property I give to the Massachusetts General Hospital, a Massachusetts corporation.

"An amount not less than \$1,500,000 and not exceeding \$2,500,000 of this bequest to be used as soon after my death as the trustees of the hospital shall decide that building of major importance to the hospital is needed for the construction of such building, which shall be known as the George Robert White Memorial Building in memory of my late brother, and the remainder of said one-half of the rest and residue, or all of it not so used for construction, to be held by said Massachusetts General Hospital as a permanent trust fund to be known as the George Robert White Fund, the income of which only shall be used first for the maintenance and equipment of such building and second for the general purpose of the hospital.

"It would not be my intention that the building I have in mind as a memorial to my brother should be a building for research work, a nurses' home, a convalescent home or anything of an auxiliary nature, important and necessary as they may be, but rather that it should be one of the main buildings of the hospital and devoted in large part at least in its use directly to the care of the sick.

"A general ward building which I understand now is or will soon become a great need of the hospital to be placed in the central group near the Bulfinch Building and facing the hospital yard, would, if the need shall exist at the time of my death, be such a building as I have in mind."

POST 4/9/30
TRANSCRIPT

ACCEPTS LEGACY OF WOBURN ESTATE

An estate comprising 200 acres of land in Woburn and a market building and site on North Market street here, passed into the hands of the city yesterday, when Mayor Curley signed his approval to the order of the City Council, accepting this legacy of the late Mrs. Mary P. C. Cummings of Woburn. The Mayor announced his intention to make the Woburn estate a place of recreation during the summer for the poor of the city, and suggested that the Rindge excursions to Rainsford Island be transferred to Woburn.

MRS MARY P. C. CUMMINGS' GIFT ACCEPTED BY CITY

The gift of 200 acres of land and buildings thereon to the city of Boston under the will of Mrs Mary P. C.

Cummings of Woburn, accepted by the City Council, was yesterday approved by the Mayor. It is his intention to make the Woburn property a place of recreation for the poor in the Summer.

CITY COLLECTOR JOHNSON BETTER

City Collector George H. Johnson was reported as "getting along finely" last night at St. Margaret's Hospital, Dorchester, where he was taken Saturday night suffering from a foot infection. Hospital physicians stated that he would be ready in a week or 10 days to return to his home at 400 Centre street, Jamaica Plain.

HERALD 4/9/30

Boston May Draft 4000 Men to Wage War on Smoke Evil

Mayor's Committee Asks Co-operation of
Policemen, Firemen and Inspectors
To Report Violations

By M. J. ROSENAU, JR.

The city of Boston will throw an army of more than 4000 men into the ranks of those already fighting the smoke nuisance if Mayor Curley accepts a plan formulated by his committee of investigation as the best possible way in which Boston can co-operate with the commonwealth in ridding the metropolitan area of the evil.

The army will consist of 2400 policemen, 1700 firemen and the inspectors of the health and building commissions. The committee suggests that the mayor ask the head of each department to instruct subordinates to report all apparent violations of the present smoke statute, the reports to be forwarded as complaints to the state department of public utilities division of smoke inspection.

RESULT OF CONFERENCES

The committee's report will be made by Corporation Counsel Samuel Silverman, backed by Dr. Francis X. Mahoney, health commissioner, and Eugene C. Hultman, building commissioner, and is the result of a series of conferences held at the mayor's request for a solution to the problem.

According to the committee, the plan represents the only possible constructive action the city can take. Mayor Curley's original desire was the passage of an ordinance by which Boston could control the nuisance within its limits, but he was met by the impassable barrier of conflict with existing state legislation.

Mr. Silverman explained that the committee agreed on the proposal as one which offers two-fold benefits:

First—The movement will have the desired immediate effect of stimulating

owners and operators of heating, power and light plants to the exercise of greater care in the emission of smoke.

Second—The city will call to the attention of the division of smoke inspection a condition which is generally considered an unnecessary and abatable nuisance.

CITY POWERLESS

"Then," said Mr. Silverman, "if the city's co-operation with the proposed new division of smoke inspection fails to bring about the betterment of the situation, the mayor will be armed with the most conclusive evidence to present to the Legislature that the present law is ineffectual.

"The way things stand now the city is powerless to pass any ordinance for the relief of the smoke nuisance, because it would conflict with the existing state act of 1910. There are amendments to the law now before the legislative committees, calculated to bring about better enforcement of that law.

"For the present, at least, it would be useless for the mayor to ask special legislation to permit the city home rule in dealing with smoke. But if the department of utilities, which declares that the present law is inadequate and cannot be enforced, fails to benefit by the city's co-operation, the mayor can then demand either home rule or more drastic state regulation."

Gen. Edward L. Logan, who has for many years led the fight against smoke in legislative channels and is the author of a bill designed to create a new division of smoke inspection, last night heartily approved the committee's plan and expressed a hope that the mayor will adopt it.

CITY TO FORECLOSE ON 52 PROPERTIES

Curley's Back Tax Campaign
In Operation

Petitions to allow the city to foreclose tax deeds on 52 parcels of property, which have been sold for non-payment of taxes and special assessments were filed in the land court, yesterday, by Corporation Counsel Silverman.

They are the first steps in a campaign ordered by Mayor Curley to compel the holders of tax titles or persons who claim control of property to pay taxes. Many other similar petitions are to be filed.

The aggregate tax valuation of the 52 parcels is \$206,900. Behind the legal move is the determination of Mayor Curley to force the redemption of tax titles under penalty of foreclosure of property.

While an organized group of "real estate sharks", has been buying property sold in recent years for non-payment of taxes and then refusing to pay taxes, some of the alleged holders of parcels involved in the petition filed yesterday are persons who failed to pay taxes and whose properties were advertised for sale but were not sold.

Both the organized operators and the latter class have challenged the city to collect the unpaid taxes. Mayor Curley accepted the challenge and the action of the corporation counsel is the result.

WILL EXAMINE CIVIC APPROPRIATION BUDGET

City Council Committee to Get to Work This Morning

Examination of the appropriation budget for county and municipal departments will be started this morning at 10 o'clock by the city council committee on appropriations of which Councilman Robert Gardiner Wilson, Jr., is chairman.

Heads of county departments have been summoned to appear at the initial meeting to explain the financial requirements allowed by Mayor Curley. It is the intention of Chairman Wilson to hold forenoon and afternoon sessions in order to conclude the examination as quickly as possible.

New Traffic Head Likened to Jackass By Irate Civil Service Commissioner

"While the automobile has superseded the horse, nothing as yet has been found to take the place of the jackass." That scornful and tart comment from Patrick J. McMahon of Westfield, member of the state civil service commission, was the extent of the defense made yesterday by the commission of the harsh criticism uttered against it Sunday in an address at North Cambridge by former Congressman Joseph A. Conry.

McMahon lampooned Conry at the weekly meeting of the civil service commission at the State House when the critical address of the recently appointed traffic commissioner of Boston was discussed informally by the members.

"At the present time I shall not pay any attention to the criticism," said Commissioner Elliot H. Goodwin, but he smiled broadly when he heard his colleague pay his disdainful respects to the man the commission twice refused to confirm for appointment to the post of traffic commissioner.

It was pointed out that the commission is not authorized to give out its reasons for refusing to confirm a municipal appointee under the law which was repealed last week by the Legislature. Attention was called to the civil service regulation which say that in the event that confirmation is denied "if the commission does not within 30 days after the receipt of notice of certificate with the city clerk the appointment shall be void."

SIDD TAKES POST ON PLANNING BOARD

Nathan Sidd, president of the Boston Central Labor Union, has accepted a position on the city's planning board offered him recently by Mayor Curley. The appointment is in keeping with his policy to give labor representation on municipal commissions.

HERALD 4/9/30

HURLEY RENEWS DRIVE ON BURKE

Declares Re-election Does
Not Close Probe of
Expenditures

HEAPS RIDICULE ON 'EMOTION TRAINING'

The start of a new campaign against Jeremiah E. Burke as superintendent of schools was made by Joseph J. Hurley, chairman of the Boston school committee, in a speech last night before the Trescott Parent-Teachers' Association in the Trescott School, Mattapan.

Chairman Hurley's candid discussion of Boston school affairs under the administration of Supt. Burke also served as an explanation of the attempt of Hurley and Francis C. Gray to remove Burke from office last week, when he was re-elected by only a 3 to 2 vote.

HITS EXPENDITURES

A bitter attack on large expenditures for expensive machinery for shops in the schools, when there is a decided lack of classroom space, was made by Chairman Hurley.

After promising that the school com-

mittee would attempt to replace the admittedly inadequate Trescott School, Mr. Hurley took up the Boston school system, saying that the re-election of Supt. Burke last week "did not close the matter."

"In the last nine years \$27,000,000 has been spent for school construction and the public is asking 'why haven't we more to show for this?' and in considering the question we find two answers," Chairman Hurley continued.

"First, the extravagance (I am using a euphemistic term) of the old school house commission; second, the misconception on the part of the educational authorities regarding the true function of education in the Boston schools."

Citing the fact that Boston has 240 portable schools buildings, "some of which are absolutely unfit for use," the chairman said, "this is true while the educational authorities are pursuing a magnified system of trade classes which uses up space needed for classrooms." He termed the use for trade ship machinery and equipment space needed for classrooms "an abhorrent spectacle."

A return to the "three R's," with the established system of elementary manual training was urged as a solution of Boston's school problems.

By inference, Chairman Hurley attacked Supt. Burke's stressing of emphasis on training of the emotions of children. "Did you ever have your emotions educated?" the chairman asked his audience. "Oh, it's a great thing, this 'Educability of Emotions.'"

This was a reference to a published study by the superintendent.

The chairman prophesied that the curiosity of the Boston public as to the expenditure of school money would be answered "in the next two years. The election of last week did not foreclose the answer to this responsibility."

BOSTON CHILDREN'S CAMP IS PLANNED

Woburn Land Bequeathed to City by
Mrs. Mary Cummings

Definite plans will be prepared by Mayor Curley, within the next few weeks, for the conversion of 200 acres of land in Woburn and Burlington into a summer recreation grounds for the children of Boston.

Mrs. Mary P. C. Cummings of Woburn was the donor and in her will she also bequeathed to the city the property at 53 North Market street. Mayor Curley signed the formal acceptance of the bequest yesterday after it had been accepted by the city council.

The conditions of the gift specifies that the Cummings farm must be used for recreation purposes and if Mayor Curley's plans are consummated, the income from the North Market street property plus revenue from the Randidge fund will be ample to maintain the new recreation grounds. It is his intention to send the children to the country for a day's outing instead of to Ransford's island.

MRS. BRADBURY'S WILL

The testament disposing of Mrs. Frederick T. Bradbury's large estate is broad in its provisions and generous in its bequests. While it defines clearly Mrs. Bradbury's desires concerning the use of her money, it allows for unforeseen circumstances which might otherwise render her will's use useless or extravagant.

She asks each of her residuary beneficiaries, the Boston Museum of Fine Arts and the Massachusetts General Hospital, to construct buildings when the need for them arises, provides for their maintenance, and then wisely states that the remainder of the income shall be used for general purposes. Occasionally large bequests carry with them such onerous restrictions that the recipients feel that they have received a burden rather than a gift. Mrs. Bradbury, however, apparently realized the problems which large institutions face, understood how the passage of time changes the relative importance of various facilities, and made her will adaptable to the mutations of living organizations.

While the Museum and the Hospital will presumably receive the larger shares of the estate, the requests accompanying the donation of \$1,000,000 to the Massachusetts College of Pharmacy are perhaps the most interesting. Instead of asking that the income of the fund be used to enlarge the teaching facilities of the college, they specify that the value of such graduate courses as may be added to the curriculum will depend "more upon the qualifications of the holders of degrees than upon their numbers." This and her concluding wish that the college's "growth and progress will be rather in the quality of its output than in the quantity of its output" are consistent with the opinions of mature minds regarding higher education.

There is no doubt some disappointment that Mrs. Bradbury did not choose to leave a fund to help maintain the Health Units of the City of Boston which the bequest of her brother, George Robert White, has made possible. Such a provision would unquestionably have greatly assisted the municipal government. But, after all, the people of Boston should be eager to support these institutions by which they directly benefit. Brother and sister have been noble benefactors, and the effects of their great gifts will be felt for generations to come.

RECORD 4/9/30

ALLEN, CURLEY SPEAK TODAY TO VETS OF '61

None but the brave dead bivouac in 11 state posts of the Grand Army of the Republic, it was revealed yesterday by State Commander James H. Webb at the 64th encampment of the veterans of the '60's in Faneuil Hall.

All 11 posts surrendered their charters late in 1929, an indisputable proof that the "thin blue line of heroes" is fast thinning.

Floral tributes and other gifts were sent to Mrs. Helen Smith, 90, Civil War nurse, at her Richmond st., Worcester, home. Gov. Allen and Mayor Curley sent roses, and the State Army Nurses Association sent her a purse of gold.

Newly elected officers were guests at a banquet at the American House, tendered by the ladies of the G. A. R. Officers will be installed today, and the veterans will have their annual banquet at Ford Hall. Gov. Allen, Edwin H. Foster, national commander-in-chief of the G. A. R., Mayor Curley and others will speak.

No Extra \$4,000,000 for Tunnel

City Council So Votes After Goodwin Attacks Proposed Additional Appropriation

With the charge that the additional \$4,000,000 which figures in the East Boston tunnel bill amendment, now before the Legislature, is mainly to permit real estate speculators in Cross, Chardon and Merrimac streets to unload their holdings and to allow the Boston Elevated to get rid of the Atlantic avenue overhead structure, Frank A. Goodwin, chairman of the Finance Commission, influenced the City Council at yesterday's session to table the request of the mayor for the additional appropriation.

Chairman Goodwin severely scored Henry I. Harriman, chairman of the Boston Elevated trustees; Frederic H. Fay, chairman of the City Planning Board, and Robert S. Whitten, consulting engineer of the City Planning Board. As to the latter, Mr. Goodwin claimed that he had been paid more than \$25,000 by the city and \$6000 by the State to draw up a comprehensive street program and that he had shifted his opinions regarding the tunnel entrance to suit the whims of Mr. Harriman.

Chairman Goodwin warned the Council that if the resolution were adopted permitting the Harriman-Fay amendment to go to the Legislature, it would not mean merely the expenditure of \$4,000,000 more, but would be the beginning of the \$50,000,000 program for the "loop highway," which had already been defeated.

Permanently on Table

Following the attack of the Finance Commission chairman, Councilor Wilson of Dorchester offered a motion that the resolution favoring the amendment to the tunnel act be tabled, and the motion was carried without a dissenting vote.

The councilors indicated after the meeting that the resolution would remain permanently on the table. In this event the legislative committee on rules will not admit the Harriman-Fay bill for consideration this year.

Arguing against the resolution, Chairman Goodwin protested to the Council that its favorable action would permit the Legislature to admit the Harriman-Fay bill, amending the present tunnel act, which provides for the expenditures of \$16,000,000 for a vehicular tube to connect East Boston with the mainland.

"Kill this measure," he said, "and let your Transit Commission start work on the tunnel which has already been authorized and delayed for almost a year. After you get the tunnel started and put hundreds of the unemployed to work, or even after the tunnel is opened to traffic, you can very well decide on what streets should be widened to provide easy access to the tube."

Speculators Get Busy

"There is no reason in the world why this bill should have been offered as an amendment to the present tunnel act," said Goodwin, "except as a 'rider' to help out the 'boys.' When they heard of the

probability of widening Cross street, the real estate sharks got busy and bought up all they could get on Cross, Merrimac and a few of the other streets. But I think it was Representative Henry Shattuck who got busy at that time and killed the bill, leaving the speculators to hold the bag."

"The principal reason for this bill now is to let the speculators in after holding the bag for five years, even though the Legislature blocked it in 1925," snapped Goodwin.

In his attack on Mr. Harriman, Chairman Goodwin said: "One thing he is looking for in this bill is the tying up of this street widening with the Elevated structure at Atlantic avenue, because the L structure is the one thing that the Elevated officials want to unload on the taxpayers."

Mr. Goodwin stated that the measure called for "plain talk" and that he did not want his opinions to be regarded as a personal attack on the proponents of the bill. He declared that he felt he had to talk openly as head of the Finance Commission whenever the question of expending millions of dollars of the taxpayers' money arose.

He declared that Mr. Harriman was no longer a member of the Metropolitan Planning Division, but that he had himself elected director of plans so that he could keep his hand in the street widening program. Mr. Harriman was called in on this tunnel matter as an expert, but I'm going to disqualify him as an expert," said Goodwin.

He then declared that Mr. Harriman for the past five years has been "shifting" from tunnel to bridge and then back to tunnel, and that he has changed his tunnel plan several times.

In regard to Mr. Whitten, the Finance Commission chairman said that the city had retained him in 1927 to lay out a street widening program to meet the needs of the future, but that he recently changed his plan when the Harriman-Fay tunnel plan became known.

Declaring that Mr. Harriman had employed Mr. Whitten on the Metropolitan Planning Division to do similar work for the State, Chairman Goodwin added, "If you were working, you would soon shift if the fellows that were paying you wanted you to shift your plan."

Appealing for the start of construction work on the tunnel without delaying the matter through an attempt to secure an amendment for \$4,000,000 more, Goodwin declared that 500 families will be forced out by the tunnel property takings and knowing this the tenants have declined to pay their rent or have moved out leaving the property vacant. In fairness to the property owners, added Goodwin, "the tunnel takings should not be delayed longer."

Fay Makes Plea

President Harriman was forced to be in New York yesterday, it was reported at City Hall, and so did not hear the Goodwin arguments. But Chairman Fay of the City Planning Board sat directly behind the Finance Commission head as he unleashed his message to the council.

Chairman Fay, in speaking for the bill, explained that its purpose was to increase the expenditure from \$16,000,000 to \$20,000,000 in order to make necessary street widenings near the Boston entrance to the tunnel so that traffic would be given easy access to the tube.

The bill, he said, proposed the widening and the extension of Cross street from Haymarket square to Atlantic avenue, the widening of Chardon street from Bowdoin square to Merrimac street, the widening of Merrimac street from Chardon to Haymarket square, and the widening of Haymarket square to

permit the construction of a large traffic circle.

It was no new measure, he said, stating that the widening of Cross street had been recommended by public officials and commissions for the past thirty-eight years, but inasmuch as it would benefit the proposed East Boston traffic tunnel, it was decided, he said, to offer it as an amendment to the tunnel act, so that it might be paid for out of the revenue of the tunnel tolls, rather than out of general taxation.

The toll money would go to the construction of the new streets, however, only if the average rate of 27 cents per vehicle brought enough business to exceed the requirements for the \$16,000,000 bond issue already authorized to construct the tunnel itself.

Marcella Opposes Plan

Representative Felix Marcella of the West End told the Council that the amendment was a part of the "circumferential highway" plan which the Legislature had rejected a few years ago. He declared that the people of the North and West Ends were unalterably opposed to the Harriman-Fay plan, claiming that it would "dump" all the traffic into Haymarket square.

Urging the Council to reject the Harriman-Fay bill, Representative Marcella stated that the Legislature is now considering a bill, with the support of former Representative Martin M. Lomasney, providing for the widening of Beverly street and its extension to Atlantic avenue. This plan, he said, could be carried out at a third of the cost of the Harriman-Fay proposal.

Two New Positions in School Service

The school committee last night created two new positions. Louis C. Keyes, senior assistant at the continuation school, was made head of the girls' division, while John P. Sullivan was made supervisor of health in the department of hygiene of the school system.

The committee voted increases for purchase of raw materials to be made into salable products by the students at the trade school for girls and the Boston trade school. In recent years unions have protested against this. The Boston trade school obtained an \$800 increase, to \$1800, while the girls' school got \$100, to \$1500.

Superintendent Jeremiah E. Burke, in a letter accepted his reappointment as superintendent for a six-year term beginning Sept. 1, and thanked the committee for "this expression of confidence."

TRAVELER 4/9/30

What Mayor Curley Says, Is

MAJOR CURLEY is giving the city plenty to talk about. The story of what he is doing has left politicians baffled.

The fact of the matter is that James M. Curley was chosen to be mayor and he is being mayor. He, and he alone, is running the job. Department heads may advise, but, for the most part, they take orders from the chief, who is Curley. He makes the decisions and his opinion prevails.

The story is that Mayor Curley is determined to give Boston a tremendously efficient administration. He is doing things his way and is content to rise or fall on that policy. His official family may be a cabinet, but its members do nothing unless the mayor puts his approval on it. This includes even personnel changes and other details.

The mayor's attitude came to light first in preparing the budget. Department heads found that he was familiar with practically every phase of their work. He cut and readjusted items, taking off here and adding there, and was definitely in command.

Another very interesting feature of the Curley administration up to date is the remarkable co-operation he is getting from Beacon Hill. The Governor and the Legislature appear to be in accord with his plans and have given him things that they refused to give previous administrations.

The situation is gratifying. The people chose Mr. Curley to be mayor. He is being mayor. His policies prevail. This is a wholesome arrangement. It definitely places responsibility for the conduct of the administration. We believe it will work out very well.

TRAVELER 4/9/30

MEMORIAL DAY PLANS DISCUSSED

Apportionment of municipal funds for the decorating of soldiers' graves on Memorial day will be restored to the systematic basis that Mayor Curley established during his previous administration.

In conference today with representatives of veterans' organizations, the mayor announced that he desired each organization to submit an estimate of the amount of money required. In 1923 he established the apportionment plan because of the fact that some organizations were receiving more money than was necessary and others were deprived of adequate funds.

CURLEY RENEWS GOLD STAR PLEA

Mayor Curley today renewed his effort to arrange with the war department to have New England gold star mothers who are to visit the battlefields of France sail from Boston.

He wired Secretary of War Hurley that if the war department is disinclined to make such an arrangement Lewis Parkhurst of the port authority will seek a conference in Washington to attempt to have the United States Lines authorized to furnish gold star mothers with transportation from Boston instead of New York.

AMERICAN 4/9/30

MOVE TO SPEED TUNNEL PLAN

With the \$4,000,000 street widening appendage removed from East Boston tunnel legislation by the city council, attention today centered on new engineering plans for the vehicular tube, which will probably be presented to Mayor Curley this week.

Formulation of revised plans acceptable to the mayor is all that is holding up start of the \$16,000,000 underwater bore which the Legislature has authorized.

Actual start of the project will give employment to hundreds of men, and for that reason the various officials concerned are anxious to see all details settled as rapidly as possible.

Location of the entrances on both sides of the harbor is one of the chief problems that must be agreed upon.

Col. Thomas H. Sullivan, transit board chairman; Frank A. Goodwin, finance commission chairman, and others favor a Hanover st portal, while Henry I. Harriman and Frederic H. Fay, both of whom Goodwin assailed as "disqualified experts," favor an entrance in Cross st. near Haymarket sq

TRANSCRIPT 4/11/30

A Great Gift to Boston

In the honor-roll of Boston's most notable benefactors the name of Mrs. Harriet J. Bradbury will stand for all time beside that of her munificent brother, George Robert White. The very large endowment which he gave to the city had already filled to the brim, as it seemed, the measure of public-spirited generosity which could possibly be expected from the members of any one family. But now Mrs. Bradbury has poured out another rich meed of kindness so large that it baffles immediate realization of the extent of the boons conferred, and arouses in all citizens a sense of grateful appreciation which almost outruns calm control.

The deserts as well as the needs of the Massachusetts General Hospital are so well known that all will applaud the nomination of this institution as beneficiary of one-half of the remainder of an estate estimated at between twelve and fifteen millions of dollars. The Museum of Fine Arts, which will receive the other half of the residue, can only be assured of thriving and distinguished development throughout the future by receiving from time to time unusually generous gifts from those rare individuals who, like the late Mrs. Bradbury, have that high and complete sense of the values of art which leads them to esteem the museum as worthy of the utmost support. The special endowment of one million dollars to the Massachusetts College of Pharmacy perpetuates an interest which George Robert White keenly felt in this meritorious institution. All in all, Mrs. Bradbury's gifts to Boston arouse admiration and appreciation beyond the compass of words written or spoken, and fit only to be treasured in the heart.

New Rate Is Against Boston Is Charged

Portland, Me., April 8 (A.P.)—Harold E. Kimball, traffic manager of the Maine State Pier and representative of the port of Portland authority, today says a new ocean freight rate on wood pulp that discriminates against Portland, Boston, New York and Philadelphia had been established by Moore & McCormack, operating the American Scantic Steamship Line. The 1930 rate, Kimball said, is \$4.55 a ton to the four northerly ports and \$4.50 to Baltimore, Newport News and Norfolk. Previously the rate from Baltic seaports to all Atlantic coast ports has been \$4.40.

AMERICAN 4/9/30

MAYOR TO OPEN BETTER HOMES SHOW TONIGHT

Monster Exposition Fills Garden With Marvels of Comfort and Convenience

With Mayor Curley officiating, the Modern Homes Exposition will open tonight at Boston Garden.

The mayor will greet Sheldon H. Fairbanks, manager of the exposition, at 8 o'clock, two hours after the doors are thrown open for early arrivals.

The showing will continue through a week from tomorrow, exhibiting every phase of the modern home and its appliances.

One of the most costly exhibits at the show this year will be the display of \$100,000 worth of Oriental rugs, shipped here from New York under special guard. They will be placed in the balcony.

In the display are all types of weaves and designs, from Anatolian mats and saddle bags to the lustrous deep pile of the highly colored Chinese weaves.

More than 150 exhibitors have assembled their wares for the show, the sections showing household goods from oil and coal burners to electric and gas kitchen equipment, vacuum cleaners, refrigerators and washing machines.

Furniture, rugs, awnings and other exterior and interior accessories including paints and the like will be on display.

The massive garden will be completely filled, the structure taking on an appearance of a huge home.

Women experts on homemaking will lecture in the afternoon and evening, using a special hall of 500 capacity to demonstrate the various appliances.

At other sections entire meals will be cooked by means of the latest appliances in gas and electric ranges, some of which have never been on display before.

CITY TO SYSTEMATIZE MEMORIAL DAY FUNDS

At a conference of leaders of veterans' organizations, including National Commander Edwin J. Foster of the G. A. R., Mayor Curley today announced that the city would return to a systematic apportionment of funds for decorating soldiers' graves on Memorial Day.

Prior to the conference, Commander Foster, Col. George A. Hosley, national chief of staff of the G. A. R., and Benjamin Ham, past commander of the Massachusetts department, were presented by the mayor with plates bearing reproductions of historic Boston scenes.

GLOBE 4/9/30

WANT HEIGHT LIMIT CHANGED TO 65 FEET

Beacon Hill Ass'n Urges Attendance at Hearing

The Beacon Hill Association today sent out notices urging all interested in the petition of the association and others to amend the zoning law so as to bring within the 65-foot district, Beacon st. from Charles to Joy sts, and Joy st. from Beacon to Myrtle sts, to attend the hearing before the Board of Zoning Adjustment, at City Hall, Friday afternoon, at 3:30. Persons unable to attend are requested to give expressions of opinion in writing and send them to Frederic H. Fay, chairman of the board, at room 30, City Hall.

With the growing tendency toward increasing the heights of buildings in different sections of the city, the Beacon Hill Association, in conjunction with a large number of property owners through its zoning committee, has given much thought and study to the subject as it may affect Beacon Hill unless prompt action is taken to establish low building heights throughout this particular section. It is felt that to allow high buildings erected on Beacon st. opposite Boston Common, would be a step toward destroying the charm of the neighborhood which, they believe, is a valuable asset to the city and from a nationwide viewpoint.

The association now asks that the Board of Zoning Adjustment change the height limit from the present 85 feet to 65 feet, which is now the limit for the other streets on Beacon Hill from the State House to the Charles River. The petitioners feel that the proposed change will be of great material advantage to the unique Beacon Hill residential district.

Romney Spring is president and Marian C. Nichols secretary of the association, with headquarters at 3 Joy st.

W. E. HURLEY MAILED STAMP TO MAYOR CURLEY

One of the first letters bearing Massachusetts Bay Colony 2-cent commemorative stamps cancelled by the Boston Postoffice, in its first mailing of approximately 100,000, reached Mayor Curley today. It was mailed to the Mayor by W. E. Hurley, assistant postmaster.

TRANSCRIPT 4/9/30

Mayor to Assign Memorial Day Cash

Following a conference today at the mayor's office on municipal money for the decoration of soldiers' graves on Memorial Day, it was announced by the mayor that apportionment of funds will be restored to the systematic basis which he established in his previous administration. The mayor desires the various organizations to submit estimates of the amounts desired.

Among those at the conference were National Commander Edwin J. Foster and Colonel George A. Hosley, national chief of staff of the G. A. R., and Past Commander Benjamin Ham of the Massachusetts department, to whom the mayor presented plates bearing reproductions of historic Boston scenes. Others in attendance were Dr. William H. Griffin of the American Legion, Timothy W. Kelly of the Spanish War Veterans, Fred E. Bolton of the Sons of Veterans and Lewis R. Caution of the eVeterans of Foreign Wars.

TRAVELER 4/9/30

CONTRACT AWARD TO LOWEST BIDDER

A contract for repairing bitulithic pavement in the Boston park system roadways was awarded by Mayor Curley today to Warren Bros. Co., whose bid of \$17,050 was \$2017 below that of M. F. Gaddis, the only other bidder.

CURLEY VETO ON PLAYGROUND BILLS

Appropriations for playground improvements amounting to \$160,000, approved by the city council, were vetoed today by Mayor Curley. In his explanation the mayor declared that his disapproval of the orders did not necessarily mean that the proposed improvements are not of a worth while character but lack of funds forced him to take adverse action. He added that in every instance serious consideration will be given, the needs of the various playgrounds and if it is found that they are of a meritorious character, funds will be made available next year.

TRANSCRIPT 4/9/30

Congratulations from Chile for Curley

Mayor Curley's election on Nov. 5 last has just penetrated to the wilds of Chile. Today Mr. Curley received a letter of congratulation from an unknown friend, one J. Bligh of the Potrerillos Railway Company, under date of March 19, which reads:

I want to congratulate you and the people of Boston on your election as mayor. I knew you would be elected and it sure was a pleasure to read about it in this far away place. With best wishes for health, happiness and success.

Sincerely yours,

X. Bligh

TRAVELER 4/9/30

Mayor Curley to Hit Ball off First Tee in Opening Municipal Links Tomorrow

Initial Golf Ceremonies Scheduled for 2:30 in
Afternoon—Early Arrivals Will Find
Regular Greens in Condition for Use

By RALPH CLIFFORD

The official opening of the municipal golf course at Franklin park will take place with ceremony tomorrow afternoon at 2:30, with Mayor James M. Curley driving the first ball from the tee. He may continue and play a few holes if the weather is at all inviting, but the foursome hasn't been announced.

LONG MAY PAIR WITH MAYOR

Possibly William P. Long, chairman of the park commissioners, can be persuaded to accompany the mayor, for Commissioner Long is no neophyte on the links.

It will be the earliest opening of the course in the history of the links and what is more, the players will be allowed to use the regular greens right from the start. Usually the temporary greens have been the rule for the first month or so, but Supt. Joe Howe has had a force of men working on the putting surfaces. Aided by friendly weather conditions all winter, the greens will be found ready for use.

It is barely possible also that the mayor may say some definite word about the proposed new course at that time. He long ago declared that he was in favor of at least two more courses for the citizens of Boston, but the matter, of course, hinges on the ability to get the property for the links.

Franklin park has been all "readied" up for the biggest season ever, although that is not news. Every year breaks new records out there. Facilities for play are not extensive enough to take care of all who so desire to use the links. A few new lockers have been added in the refectory building.

Considerable surprise was registered around town among the golfing fraternity, when the news of Walter Hagen's apparently definite decision not to defend his British open title was announced. Hagen, in his numerous trips across the water, came to like the English and Scotch courses and looked upon this particular event as his special tournament. He has a host of friends and admirers over there despite the stories which were prevalent following his tardy appearance on the tee a few years ago.

TRAVELER 4/10/30

MAYOR JAMES M. CURLEY

The Boston Herald is to be congratulated upon its contribution to the awakening of America to the importance of the celebration of the 30th anniversary of the founding of Boston.

The naming of the airplane that is to convey the message after the ship which brought to America the founders, namely the *Arbella*, is both original and unique. It should result in that character of response which will awaken America not only to the significance of the observance but the importance of participation through a journey to Boston during this, the tercentenary year.

TRAVELER 4/10/30

MAYOR WANTS COMMISSION

Unpaid Body to Investigate
Need of Walks on
State Roads

Mayor Curley is the sponsor of a legislative petition providing for the appointment of an unpaid commission of three to consider the advisability of constructing sidewalks or reservations for pedestrians on state boulevards and metropolitan highways.

"In state highway construction," he said today, "no provision is made for the poor devil on foot, and I am inclined to believe that this is responsible for a large proportion of our accidents."

Specifying the Gallivan boulevard among "race track highways," the mayor asserted that provision must be made for the safety of pedestrians.

"Take that wonderful highway, formerly the Southern artery," he said. "It passes through a section where there are at present about 700 homes. Children going to the store, to school or from house to house had no sidewalk when the state got through with its work. The city has put in sidewalks, but that isn't the whole story. The highway in places cuts through what were once cliffs and banks and the city has to put in retaining walls as well as sidewalks."

TRAVELER 4/10/30

What Does Chairman Hurley Mean?



CHAIRMAN JOSEPH J. HURLEY of the Boston school committee is a bright, alert attorney who may hurt his career by doing what many others before him have done, by making too many public addresses and saying things that are haphazard and difficult to back up. We do not wish this to happen to Chairman Hurley, so today offer him kindly words of advice.

In a speech in Mattapan Chairman Hurley made an attack on Dr. Jeremiah E. Burke, superintendent of schools. Chairman Hurley asked what we have to show for the \$27,000,000 that has been spent in the past nine years. There is a satisfying answer to that, an answer too long to print here, but if there were no good answer, Chairman Hurley and the school committee and not Dr. Burke, the superintendent, are to blame, because the committee and not the superintendent controls every dollar that is spent.

Chairman Hurley criticized some of the subjects taught in our schools. Nothing is taught without approval of the school committee, of which Mr. Hurley is chairman, and at any time the school committee may discontinue any subject or cut it down as it sees fit. Mr. Hurley says the money might better be spent to remove portable schoolrooms. His committee and not the superintendent has control over that.

In fact, Mr. Hurley's charges rebound to his own door. If his criticism is not of the superintendent of schools but of the school committee, of which he is chairman, the place for him to express his disapproval is in school committee meeting, where some good might be accomplished, and not out among the public, where he simply mars the faith of the parent in the school system and helps to break down the morale of the entire school department, teachers and all.

Our schools are not perfect. No school system is perfect. The responsibility for its shortcomings, if it has extraordinary ones, lies with Mr. Hurley's own committee.

GLOBE 4/10/30

SEEKS PORT REQUIREMENTS

Curley Asks Bay State Congressmen to Act

Requesting immediate and united action by the Massachusetts Representatives in Congress looking to incorporation in Rivers and Harbor bill of the four most important requirements for Boston harbor, Mayor Curley today sent the following telegram to all the Massachusetts delegation in Congress:

"Telegram received from Congressman McCormack reading as follows: 'Just appeared before committee as there was opposition to Dorchester Bay project which was part of last bill.'

Just informed by Congressman Edwards that committee voted it in. Looks as though general survey will be in bill as reported several days ago, but will report more definitely on this later. Survey is made by engineers, and usually their recommendations are accepted, but whatever their recommendations are will have to be incorporated in next bill reported from that committee.

"It is necessary to satisfy engineers that certain improvements are necessary. Earnestly request immediate and united action Massachusetts representation looking to inclusion current Rivers and Harbor bill general survey Boston Harbor. Four most important port requirements for Boston as follows:

"First. Removal middle ground shoal Boston inner harbor.

"Second. Deepening main ship channel President Roads to Navy Yard.

"Third. Deepening and widening Weymouth Fore River from Hingham Bay to Weymouth Fore River Bridge.

"Fourth. Providing adequate channel Dorchester Bay from main ship chan-

TRAVELER 4/10/30

COUNCIL HITS COST OF FLAGS

Appropriations Committee Wants Raising Put on Park Board

The city council committee on appropriations voiced vigorous objection today to continuance of the practice of charging to the council the cost of raising 21 flags in a smany public squares on 14 holidays of the year as well as the cost of roping off streets for the April 19 Marathon race and similar athletic events.

City Messenger Leary told the committee, which was inquiring into the budget appropriations for the council, that a city ordinance has made him responsible for 25 years for the raising of the 21 flags on the holidays specified by ordinance. It costs \$109 per holiday and 10 experienced riggers are employed to raise and lower the flags.

Leary also declared that he knew of no intelligent reason for charging the cost of roping off streets to the council. Chairman Robert Gardiner Wilson, Jr., suggested a change in the ordinance which would impose upon the park department the care of flags.

It was brought out at today's meeting that the City Record, which used to be a profitable publication, is a distinct liability. The reason is that the City Collector has abandoned the old policy of advertising property for sale for non-payment of taxes twice each year. The paid circulation of the Record is about \$1200. Accurate figures about circulation and the annual deficit will be presented to the committee later.

From Chairman Frederic H. Fay of the planning board it was learned that the report of a comprehensive plan of street improvements, embracing all necessary widenings and extensions that must be made in a 20year period will be published within six weeks. It represents 30 months of study.

Offhand Fay told the councilmen that the widening of Exchange street was a justifiable improvement and he cited a series tieup at Tremont and School streets on the day that Exchange street was opened to traffic as proof of his statement. But for Exchange street, he said, traffic movement would have been paralyzed. He also called attention to the fact that traffic has reached the saturation point in the downtown district and based his conclusion upon the congestion which occurred on successive Saturday afternoons last fall.

nel to mouth Neponset River at Squantum and Commercial Points.

"Believe general survey including these four major requirements vital to future well-being port of Boston."

Gold Star Mothers

New England Resents Hurley's Ruling

THE refusal of Secretary of War Hurley to arrange for the Gold Star mothers of New England to sail from Boston on the pilgrimage to the graves of their soldier dead should not be accepted as final.

Boston and New England have received too shabby treatment on too many matters of late. If they continue to take these lickings lying down, voicing only now and then a feeble protest, they will receive in the future nothing but contempt from Washington officialdom.

Mr. Hurley's statement that it is "impossible" to have the liners touch at Boston for the purpose of picking up the Gold Star mothers is hardly what could be expected from an Administration to which nothing was to be impossible.

The great steamship lines of Europe find no difficulty in having their steamships stop here on both the outbound and incoming trips. The northern route to Europe and the shortest one leads past Boston's front door.

The United States government found no difficulty in putting their great transports and cruiser convoys into the port of Boston when they were taking these boys from their mothers to their death on the battlefields of France.

These mothers gave much. Now let the government give much to their convenience. Let not the sentiment of their pilgrimage be marred in the slightest degree by the obduracy of some red-tapist in the War Department who has drawn a blueprint of this trip and wants to stick by it in the precocity of his infallible judgment.

The sentiment is all for their sailing from Boston. It was to Boston the heroic mothers came to take the last farewells of their boys. Boston was the headquarters of the Army area. Boston was the headquarters of the Yankee Division and it was the mecca of the other New England units whose standards were in the forefront in the famous drives that brought the war to conclusion.

In appreciation of the valor of the soldier dead and in testimonial to the quiet, firm courage of the fine women who gave them unflinchingly to the service of the country, Boston could be counted upon to render them a reception on the eve of their sailing that would live in their hearts forever.

Mayor Curley and the other representative officials of New England should go to Washington and by the power of their logic convince Mr. Hurley that "impossible" is not a word which New Englanders accept, especially when the convenience of Gold Star mothers is the issue. In this matter they will find the Boston Evening American co-operating.

BOSTON SEEKS U. S. RULING ON RAIL RATES

Seventy Railroads Named in
Complaint That New York
Gets Unfair Advantage

Seventy railroads and one steamship line are made defendants in a complaint filed at Washington by the city of Boston and Boston Port Authority, charging that New York is unfairly given an advantage over this port in commodity shipments for export and coastwise commerce.

Corporation Counsel Samuel Silverman said today he is prepared to prove unreasonable prejudice against Boston, and violation of the federal laws governing interstate commerce.

Among the railroad companies named are the New York Central, with its subsidiary, the Boston & Albany; the New York, New Haven & Hartford, Union Freight Railroad of Boston, Boston & Maine, Maine Central and Central Vermont.

Silverman said:

"The situation is this: There is no lighterage or trucking service performed by the railroads here, whereas in New York the expense of lighterage, car floatage and even trucking over public highways to the private premises of shippers is borne by the railroads.

"By performing this service in New York, and not doing so here, that port is given an advantage which is unfair, unjust and discriminatory."

Boston asks lower rates to offset this feature and to give this city its due as a port much nearer Europe than other North Atlantic ports. The complaint is also part of the policy of Mayor Curley and the Board of Port Authority to boom the business of the port of Boston.

\$108,000 Airport Contract Awarded

In order to make the airport ready for the rush of summer business, a city contract was awarded today to Joseph P. McCabe, Inc., for expenditure of \$108,054.75 for roads and parking space, this being the lowest of 10 bids.

TRAVELER 4/10/30

Conry Assumes Traffic Commissioner Duties



Joseph A. Conry, new traffic commissioner, at his desk today beginning his duties.

Desk in Police Headquarters Building Banked with Flowers—Issues Statement on Parking Conditions

The newly appointed traffic commissioner, Joseph A. Conry, today started the duties of that position in his office on the fourth floor of police headquarters building. His desk was banked with flowers, and there were many messages of congratulatory nature waiting for him when he arrived.

His first official statement was in

part: "Obey is a better word than enforce. Self discipline avoids compulsory process. Any time a car owner violates an automobile regulation he loses something. Penalties are for the reckless and selfish who trespass on the rights of others. The owners of houses, stores and office buildings should have free an obstructed access to their buildings. People should avoid parking in front of these buildings and allow them their rights."

GLOBE 4/10/30

CURLEY APPEALS TO GILLETT ON COINS

Asks Him to Intercede With Secretary Mellon

The opposition of Secretary Mellon to the Tercentenary Coin bill now pending before the Senate caused Mayor Curley to send a telegram to Hon Frederick H. Gillett, United States Senator at Washington, today in which

he said he had taken it for granted that cooperation in Washington might be expected, but that evidently indifference of the Republican party toward New England, generally, includes a prejudice against preservation of our revered traditions.

"The Secretary," said Mr Curley in his telegram, "being of the same political faith as yourself, I trust you may be able to convince him and the Senate of the merits of our case."

TRANSCRIPT 4/10/30

Conry Warns of Justice to Pedestrians

New Traffic Head Hopes for Co-operation on Part of Public

Joseph A. Conry, who assumed his duties of traffic commissioner today, issued a statement calling for co-operation on the part of everybody as well as suggestions concerning the great problem of congestion in the downtown streets.

"Obey is a better word than enforce," he said. "Self-discipline avoids compulsory process. Every time a car owner violates a traffic regulation he loses something. Penalties are for the reckless and selfish, who trespass on the rights of others. To enjoy your own rights respect those of others. The owner of a house, store or office building is entitled to free and unobstructed access to his building.

"Highways are for traffic, not for parking."

"Because the city has permitted parking it must not be assumed that this permission will grow into a franchise. Citizens complain that in some sections parking is a nuisance. If the driver does not abate the nuisance, he may find that common law allows an injured party to do so. Thoughtful owners won't invite this action.

"One direct road from the South to the North Stations, Federal street, for example, should be kept clear its full width for traffic.

"What does the public want, traffic or parking in Central Boston? In conclusion, street cars are entitled to most favorable consideration; they run on rigid lines; the auto is flexible. Pedestrians have their rights which should be always uppermost in the minds of drivers as well as officers. They should avoid jay-walking. The commissioner hopes for honest co-operation of all citizens and invites helpful discussions."

New Street Plan in Next Six Weeks

That the City Planning Board will be ready in six weeks to publish its comprehensive plan of street improvements, embracing all necessary widenings and extensions that should be made in a twenty-year period, upon which experts have been at work for thirty months, was the message that Chairman Frederic H. Fay gave to the City Council's committee on appropriations today.

Chairman Fay said also that the widening of Exchange street was a justifiable improvement, citing a serious tieup at Tremont and School streets on the day that Exchange street was opened as proof of his statement. But for Exchange street, he said, traffic movement would have been paralyzed. He also called attention to his belief that traffic has reached the saturation point in the downtown district, basing his conclusion on the congestion which took place on successive Saturday afternoons last fall.

POST 4/10/30

HUB PRIMARY BILL FAVERED

Fight Is Expected, How-
ever, in the House

A bill which would establish the equivalent of primaries previous to the city elections in Boston, with a view to reducing the number of candidates for office, was reported late yesterday by the legislative committee on cities.

While no dissenters have as yet signed the report, it is generally understood that the report will not be unanimous when it is read into the House, which will probably not be for several days. When the measure comes up for discussion in the lower branch of the Legislature it is expected there will be a hard fight over it.

On two petitions which would have allowed party denominations in Boston city elections the committee reported leave to withdraw.

The committee further voted to report leave to withdraw on the petition to increase the salaries of the city councillors of Boston to \$2000. There will be a hard fight made for substitution on this bill, it is declared, by Boston members of the Legislature and others, who will urge that the bill with an amendment providing a referendum to the Mayor and Council and to the voters should be passed.

CURLEY GIVES ALLEN PRAISE

Speaking as "a non-partisan Mayor" before the members of the Massachusetts Real Estate Exchange at their banquet yesterday at the Hotel Statler, Mayor Curley paid high tribute to Governor Allen for his help in promoting the commercial life of the city and the State.

He declared that no man could fill the chief office at the State House with a better spirit of cooperation than Governor Allen, praising his "courage, vision and business ability."

Replying, Governor Allen stated that it was a pleasure for him to cooperate with the present administration at City Hall, and that it was his aim to aid

GOODWIN TO FIGHT FOR EXTRA \$10,000

Threats by members of the City Council to cut from the budget the recommended increase of \$10,000 in the expenditures of the Finance Commission promised a lively session tomorrow, when Chairman Frank A. Goodwin appears before the committee on appropriations to answer the questions of Chairman Robert Gardiner Wilson, Jr., and his colleagues in charge of the budget hearings.

AMERICAN 4/10/30

HIGHWAYS FOR TRAFFIC, NOT PARKING

Office Filled With Flowers
Greets Conry on Initial
Day at Post

With a flower-decked office as a setting, a stinging rebuke to law-violating parkers was issued today by Joseph A. Conry in his first official act as traffic commissioner.

"Highways are for traffic not for parking," he said.

"Because the city has permitted parking, it must not be assumed that this permission can grow into a franchise.

"Citizens complain that in some instances parking is a nuisance. If the priver doesn't abate this nuisance, he may find that common law allows the injured party to do so.

He cited specific instances:

"One direct road from the South to the North station, Federal st., for example, should be kept clear its full width for traffic.

"What does the public want, traffic or parking in central Boston?" he asked.

"Obey is a better word than enforce. Self-discipline avoids compulsory process.

"Every time a car owner violates a traffic violation he loses something. Penalties are for the reckless and selfish who trespass on the rights of others. To enjoy your own rights, respect others.

"The owner of a house, store or office building is entitled to free and unobstructed access to his building.

"Street cars are entitled to most favorable consideration. They run on rigid lines. The auto is flexible. Pedestrians have their rights, which should be always uppermost in the minds of drivers as well as officers. They should avoid jay-walking.

"The commissioner hopes for the earnest co-operation from all citizens and invites helpful discussion," the commissioner concluded.

GLOBE 4/10/30

EXPERT RIGGERS FOR FLAGS ON HOLIDAYS

Cost City \$109 for Jobs in
21 Public Squares

The practice of charging the City Council a matter of \$109 every holiday for the raising and lowering of flags was criticized in committee today. There are 21 flags in as many public squares and there are 14 holidays when the flags require 10 expert riggers to raise and lower.

It was before the budget committee that the question came up and City Messenger Leary said that a city ordinance 25 years old was responsible. He said there was no intelligent reason why the council should be so charged. Councillor Wilson suggested the ordinance be changed so that the cost would be placed on the Park Department.

The budget examination today also developed that the City Record, which used to be a profitable publication is now operated as a liability. The City Collector's failure to advertise property for sale twice a year is given as the reason. The paid circulation is about \$1200.

Chairman Frederic H. Fay of the Planning Board said that in six weeks would be published a comprehensive plan of street improvements embracing all necessary widening and extensions that must be made in a 20-year period.

The chairman of the Planning Board said that the Exchange-st widening was a justifiable one and but for it traffic would be paralyzed. He said traffic had reached the saturation point in the downtown district and based his conclusions on the congestion every Saturday afternoon last Fall.

TRAVELER 4/10/30

CURLEY WANTS COIN CO-OPERATION

In a telegram to Senator Gillett, today, Mayor Curley chided him for his apparent indifference to the fate of the tercentenary coin bill.

"I am informed," wired the mayor, "Tercentenary coin bill now pending in Senate receiving opposition of Secretary Mellon. Had taken it for granted that we might expect co-operation of authorities at Washington. Evidently indifference of Republican party toward New England generally includes a prejudice against preservation of our revered traditions. Secretary Mellon being of the same political faith as yourself, I trust you may be able to convince him and the Senate of the merits of our case."

TRAVELER 4/10/30

CURLEY WANTS HARBOR SURVEY

Another appeal was made by Mayor Curley today to the Massachusetts delegation in Congress to exert influence upon the rivers and harbors committee to insure the inclusion in their recom-

mendations of provision for a general survey of Boston harbor.

The mayor repeated the four necessary improvements to which he called the attention of congressmen some time ago.

POST 4/10/30

URGES COUNTRY TO BE PREPARED

Major Myrick Speaker at G. A. R. Encampment --- Commander Foster Joins in Plea

A spirited plea for national preparedness in view of the possibility of a war with Great Britain as a result of competition in trade was made by Major James W. H. Myrick, head of the Ancient & Honorable Artillery Company of Boston, yesterday before the encampment of the Massachu-

sets Department of the G. A. R. at the annual banquet in Ford Hall.

JOINED BY CHIEF

In his plea for preparedness he was joined by Edward J. Foster of Worcester, national commander-in-chief of the G. A. R.

"It is a comparatively easy thing to start a war by propaganda," said Major Myrick, whose father was a veteran of the Civil war, "but it is quite another matter to carry it on because that requires serious preparation. Today in this great, good country of ours, which is the envy of all the world, we have just three months' supply of am-

munition and equipment for our army and navy. We are back where we were before the World war started. In case of trouble it would take a year to gather the necessary equipment.

"Why haven't we got it? Because Congress won't appropriate the money—all you have to do is to speak to your Congressman about it. The army and navy officials will be glad to give them the figures. No argument will be required to get this equipment."

Although National Commander Foster did not specifically refer to a war among the English speaking peoples, he mentioned its possibility. "When history shows that for the past 500 years there was war in some part of the world all the time, we are led to believe," said he, "that there may be another in which we will be involved. No matter how many peace contracts we sign, we should be prepared. It cost us over \$2,000,000 to get ready for the last war. Some of the boys were sent to fight with old weapons. Preparedness is a wise precaution."

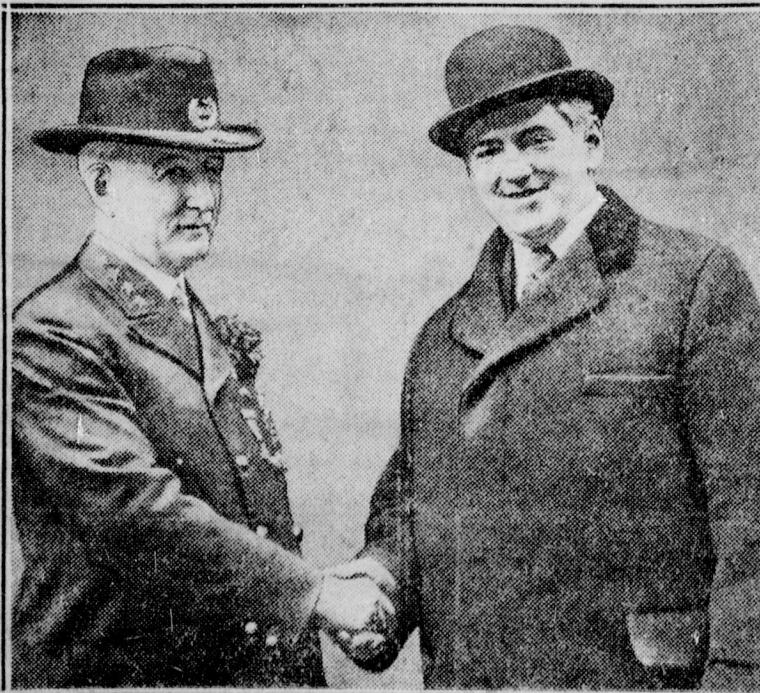
"I wonder what our mothers would have said in '61 about the author of the song 'I Did Not Raise My Boy To Be a Soldier?' My mother let her only son go to preserve this government when he was only 14 years old. No higher honor can come to any woman than to be the mother of a son who is not a slacker, who is capable of defending his country in time of need."

"Very few, if any, of us will live to see another war, but I believe that each one of us who is left should take off his hat every day and thank God for such men as George Washington, Abraham Lincoln, William McKinley and Woodrow Wilson."

Governor and Mayor Speak

The other speakers were: Governor Allen, who told of the relief measures recently passed by the Legislature for the aid of veterans in hospitals and the needy children of veterans; Mayor Curley, who invited the veterans to hold their next national encampment in Boston; Charles F. McCarthy, department commander of the U. S. W. V.; John O'Connell, department commander of the American Legion, who invited the veterans to attend the American Legion convention in Boston on Oct. 6, 7, 8 and 9, as guests of the Legion; R. R. Flynn, State commissioner of soldiers' relief, and William A. Bradford, former Mayor of Quincy, who told about the organization of the Young Pioneers, a Communist body organized to combat the Boy Scouts and the Girl Scouts in the United States.

Patrick Slattery of Weymouth Post 58, collapsed at the banquet, but recovered when restoratives were applied and was able to return home after a brief rest.



MAYOR CURLEY GREETED G. A. R. COMMANDER

The Mayor is shown extending the greetings of the city to Edward J. Foster of Worcester, national commander of the veterans' organization in convention here.

A GOOD MAN

Mayor Curley paid a well deserved tribute to Eugene M. McSweeney by appointing him to the Sinking Fund Commission. Mr. McSweeney is a keen business man, very popular in the newspaper world, and can be trusted to serve the city with ability and devotion.

ALLEN HITS TAX ON REAL ESTATE

Governor Tells Exchange
Burden on Owners Con-
stantly Growing

CURLEY EXPLAINS BOSTON'S PROBLEMS

"The constantly increasing demands of municipal government for revenue not only to continue but to extend activities growing out of the present day requirements for education, highways and fire and police protection have resulted in the taxable real estate in Massachusetts bearing constantly each year an increasing burden," Gov. Allen told members of the Massachusetts Real Estate Exchange at a luncheon given in his honor at the Hotel Statler yesterday noon.

The Governor said:

Massachusetts, like every other state in the Union, has found that real estate absorbs nearly all of the increases which have come by way of expenditures for city and town expenses. The theory of ability to pay has long since vanished in respect to real estate, because benefits, so far as the real estate itself is concerned, are now greatly over compensated by way of tax requirements. The only possible connection between the real estate tax payments now, and the ability to pay, is the argument that through the real estate tax the benefits to the individual are reached and compensated for.

INCREASE SINCE 1917

Since 1917 the increase each year which real estate has paid has approximated \$7,000,000 additional so that at the beginning of the war, or as of April 1, 1917, when real estate bore a burden of \$91,495,471, on April 1, 1929, it bore a burden of \$207,637,067.

It is of course obvious that if the requirements of municipal government are going constantly to increase, some form of taxation will have to be made available other than that as expressed by the owning of real estate. From 1917 to 1929 the value of real estate increased approximately 65.28 per cent, while intangible property increased approximately 76.13 per cent. The cost of municipal government increased over the period from 1917 to 1929, 54.70 per cent.

Economic conditions over which the state has no control makes it quite difficult to reach other classes of property than those which are classed as real estate. It must be clear, however, to any one that unless a check is made on local expenditures, or readjustments of the way in which taxes shall be paid is accomplished the breaking point in the matter of real estate taxation will have been reached. When it is taken into consideration that the value of real estate in Massachu-

sets represents something over seven billion dollars one must admit that this great amount of wealth which exceeds that of any other source is entitled to constant recognition in a consideration of the economic problems of the commonwealth. The present system of taxation should be revised and as Governor I pledge my support to any endeavor to find a more equitable solution. Real estate has to bear a great portion of the burden of raising sufficient money to carry on the great work of this commonwealth and while it is impossible to cure all of our ills and help out unemployment and at the same time keep down our state expenses, we are always looking for some means of taxation without any undue burden on the people. At the present time the state is spending lots of money in preventing the spread of certain diseases, but by so doing we are rendering the greatest aid to our suffering that is possible. During my administration, with the co-operation of the Legislature, I have been proceeding with an enlarged building program that takes in all branches of our state institutions, and at the end of the year we will be caught up with our present day needs.

CURLEY LAUDS ALLEN

Mayor James M. Curley stressed the need of co-operation in state and municipal affairs if the problems which constantly confront the people are to be "ironed out" satisfactorily. "Boston's problems," he said, "are the same that confront every other municipality the world over, and the present unemployment is world-wide. We are now in the 'blue-print' stage of the Hoover administration, but I for one hope that this great man of wide experience will find a solution of the problem that has affected humanity from the beginning of time. If this can be done he will have created something that will bring contentment to the home and the country at large."

He spoke of his efforts to promote the commerce of the port of Boston, and in this as well as other efforts to make for a better and bigger Boston he had had the hearty co-operation of Gov. Allen. "No man," he said, "could fill the office in so non-partisan a manner as the present Governor, and I have found him always willing to co-operate with me on matters that pertained to the welfare of the community." The mayor said that he could be found working with the Governor at all times to preserve Massachusetts industries from extermination and that he was doing all in his power to relieve the present unemployment.

John J. Martin presided, and with the Governor and mayor at the head table were Eben S. Draper, Henry I. Harriman, George D. Kimball, John J. Martin, Thomas N. Perkins, L. Saltonstall and John T. Scully, secretary of the Massachusetts Real Estate Exchange. There were 200 members of the exchange and guests present.

URGES CARE IN OIL PERMITS

Fire Marshal Writes on Harbor Conditions

John W. Reth, State fire marshal, yesterday afternoon made public the following letter he has sent to Edward F. McLaughlin, Boston fire commissioner, relative to a request for investigations in connection with the renewal of permits for the sale and distribution of oil products in and about Boston harbor:

"I have made an examination of the situation in the harbor and along the waterfront as affecting the distribution of petroleum products. What I have seen prompts me to ask that you investigate each renewal of a permit for the sale and distribution of petroleum products in and about the harbor before it is made, so as to insure the fact that each case conforms to all existing laws, rules and regulations.

"The fire hazard, the accumulations of oily deposits on wooden wharves, piers, boats and other equipment, the possibility of injury to important private property and rights, the economic menace to business, the provisions against fire hazard, the protection of health and other factors, all of which are covered within the regulations and existing statutes, must be considered. All of these factors, of course, are relevant in order to systematically remedy existing conditions."

CONRY SWORN INTO OFFICE

Now Traffic Commissioner of Boston

Former Congressman Joseph A. Conry of Jamaica Plain yesterday was sworn into office by City Clerk Wilfred J. Doyle at City Hall and immediately assumed his duties as traffic commissioner.

His office in the traffic commission at police headquarters on Berkeley street was banked with floral tributes and messages of congratulations from hundreds of friends. A number of his intimate friends, including Registrar of Probate Arthur W. Sullivan of East Boston, attended the exercises as he was formally inducted into office.

GLOBE 4/10/30

CURLEY LAUDS ALLEN AT REALTY LUNCHEON

Governor Responds With
Praise of Mayor

Declares for Revision of Tax System
Before Massachusetts Exchange

Mayor James M. Curley, in an address at a complimentary luncheon to Gov Frank G. Allen, given by the Massachusetts Real Estate Exchange at Hotel Statler yesterday afternoon, said that the country is now in the blue-print stage of President Hoover's administration, and that he is looking forward to the completion of the "engineer's carefully laid plans."

Mayor Curley said some fine things about Gov Allen, in reference to the way the Governor had administered the affairs of State. The Governor spoke in like vein of Mayor Curley.

Mayor Curley said that the problems confronting the city and State are no

different from those facing the country and the world. These problems, he said, are work, wages and worry.

The Mayor referred to the movement inaugurated a month ago, to create a unified program for the promotion and expansion of the industrial life of the city and State, as unusual.

He added that a line of six steamers will start service next month between Boston and Italy, instead of merely making Boston a port of call. With industry and commerce prosperous, the Mayor said, prosperity is bound otherwise.

Allen Praises Curley

Gov Allen said he liked the Mayor's use of the word "cooperation." Mayor Curley, he said, has not asked for a single thing for Boston to which Boston is not justly entitled.

As a preface to what he had to say on the subject of taxation, Gov Allen said he served on the Committee on Taxation in the House, was chairman of that committee in the Senate, and served five years on the Board of Assessors in his home town, so that he felt he knew something about the subject.

The peak of the State debt, said the Governor, was reached in 1919-1920 with a total debt of \$43,000,000. That debt, he said, has been cut to a little under \$10,000,000. If the Legislature follows the policy of the Chief Executive, he said, the State tax will be re-

duced this year to \$7,000,000, as against the peak of \$14,000,000.

Humanitarian Aims

Gov Allen said it was the State's aim to get as far ahead of her sister States in social welfare and humanitarian work as possible, but that this was not to be done by spending money foolishly or by curtailing the needs and efficiency of other departments.

The Governor said he felt that the whole system of taxation should be revised on a more equitable basis, and he pledged his aid and support of such revision.

Speaking of real estate, the Governor said, in part: "Massachusetts, like every other State in the Union, has found that real estate absorbs nearly all of the increases which have come by way of expenditure for city and town expenses. The theory of ability to pay has long since vanished in respect to real estate, because benefits, so far as the real estate itself is concerned, are now greatly overcompensated by way of tax requirement. The only possible connection between the real estate tax payments now, and ability to pay, is the argument that through the real estate tax the benefits to the individual are reached and compensated for."

Burden Rapidly Increased

"Since 1917 the increase each year which real estate has paid has approximated \$7,000,000 additional so that at the beginning of the war or as of April 1, 1917, when real estate bore a burden of \$91,495,471, on April 1, 1929, it bore a burden of \$207,637,087.

"It is, of course, obvious that if the requirements of municipal government are going constantly to increase, some form of taxation will have to be made available other than that as expressed by the owning of real estate.

"From 1917 to 1929 the value of real estate increased approximately 65.28 percent while intangible property increased approximately 76.13 percent. The cost of municipal government increased over the period from 1917 to 1929 54.70 percent.

"Economic conditions over which the State has no control make it quite difficult to reach other classes of property than these which are classed as real estate. It must be clear, however, to anyone that unless a check is made on local expenditures, or readjustments of the way in which taxes shall be paid is accomplished, the breaking-point in the matter of real estate taxation will have been reached."

John J. Martin, Mayor Curley's appointee to the Boston Park Commission, was toastmaster. Seated at the head table were:

George D. Kimball, Henry I. Harriman, Eben S. Draper, Leverett Saltonstall, Thomas Nelson Perkins, Charles H. Innes, W. T. A. Fitzgerald, John T. Scully.

STATE G. A. R. ENDS CONVENTION HERE

Gov Allen and Mayor
Curley Among Speakers

Heads of Patriotic Societies Guests
at Final Session

An unquenchable spirit of "carry on" expressed by National Commander-in-Chief Edwin J. Foster of Worcester; encouraging messages of pension legislation recommended, which were brought by Gov Allen and by Commissioner Richard R. Flynn of State Aid and Pensions; warnings of lack of preparedness by Maj James W. H. Myrick of the Ancient and Honorable Artillery Company, were the features of the after-dinner program in Ford Hall yesterday afternoon which ended the 64th annual State encampment of the Grand Army of the Republic.

The convention had been begun on the previous day—the 65th anniversary of Lee's surrender at Appomattox.

Commander's Message

Commander Foster said in part:

"The word Gov Allen has just brought you about pension measures is God's truth. Since February, in our organization 1074 of the boys have passed on, and 1806 widows. That is more than 100 a day.

"But we must talk of the living, not of the dead.

"When we hired out at \$13 a month, about \$3.33 in gold, at the call of Abraham Lincoln, was it for money that we did it? No, it was that the country might live. He said: 'I feel we have incurred a debt to widows and

orphans that we can never repay.'

"I have never felt that that debt was outlawed. We want simply enough to ease us along until the day when the last of us must go.

"If there should come another war, I hope they'll remember the promises made to those boys who went out to save the country."

Gov Allen Speaks

Gov Allen spoke of recently signing two measures tending to benefit widows and children of Civil War veterans in Massachusetts.

He explained: "I have never had a finer introduction than as a 'friend' to your honorable body. I am not bragging of this signing. I am merely recording that Massachusetts is trying, though perhaps a little late, to render you your due.

"If you find any other matters of similar inequity, I hope you will report them, because Massachusetts deeply realizes and appreciates the great debt."

Commissioner Flynn explained that Gov Allen had neglected to mention another bill he signed last Saturday to aid the families of veterans, and he said that this Governor had signed more bills to aid veterans than all his predecessors.

Other Speakers

Maj Myrick, saying that he represented "the oldest military body in this hemisphere," declared the country today is as unprepared for war as before the World War—"only three months supply of ammunition on hand."

Brig Gen Merriweather L. Walker voiced the Regular Army's "profound admiration and respect for the men who saved the Union."

Mayor Curley referred to the Government's laxity in adequate gratitude to the Grand Army and issued an invitation to hold the national encampment again in Boston "before I shall have retired permanently."

State Commander John J. O'Connell of the American Legion extended an invitation to the Grand Army to attend the Legion's national convention exercises in October.

HERALD 4/10/30

MAY DENY RAISE GOODWIN ASKED

Councilmen Threaten to
Reject \$10,000 Increase
in Fin Com Budget

CURLEY APPROVED \$60,000 REQUESTED

Sufficient opposition has developed in the city council to threaten rejection of Mayor Curley's recommendation of an increase of \$10,000 in the appropriation for the maintenance of the finance commission.

The refusal of the Legislature to approve the increase asked for by the commission through Chairman Frank A. Goodwin has provided councilmen with basis for urging similar action on the increase in the budget.

RECOMMENDS \$60,000

The mayor has recommended an appropriation of \$60,000. Yesterday when the council committee on appropriations began examination of the budget and of heads of county departments, it was evident that the increase in the finance commission appropriation would be one of the few objects of attack. What sentiment was informally expressed was hostile to granting the recommended increase and unless Chairman Goodwin can counteract the antagonism which exists by offering strong argument in favor of the employment of additional inspectors it is doubtful if the additional money will be allowed by the council. Goodwin is expected to meet the committee tomorrow morning.

The adverse decision of the Legislature on the Goodwin bill authorizing an increase of the regular appropriation from \$50,000 to \$60,000 led Mayor Curley to declare that he would make provision in the budget for the amount desired.

The interesting feature of the committee sessions yesterday was the attack led by Councilman Joseph McGrath on the increased cost of the probation system in the superior and local courts of the county. The practice of granting clerks to probation officers was sharply criticized and in order that his position might not be misunderstood, McGrath, toward the close of the afternoon session, said: "The probation system seems to be growing at a very rapid rate. The more these officers pry into the homes of people, the more it is costing the taxpayers of Boston who are compelled to pay the bills. Very soon we will have nothing but probation officers in the courts."

CAMPBELL PROTESTS

The only voice of protest yesterday was raised by Clerk Francis A. Campbell of the superior civil court, who vigorously opposed the practice of excluding clerical assistants receiving more than \$1600 per year from salary increases. He told the committee that he "saw no reason why the other assistants should not receive increases, regardless of the fact that they are very efficient and are, in many instances, worth \$3000 per year in private employment."

In considering the budgets of the district courts several interesting facts were brought out. The cost of transporting prisoners from the West Rox-

bury court to institutions is figured to be \$1600 more this year than in 1929, due to a very substantial increase in court business; a like increase of \$100 is necessary in the Charlestown court, but the item of transportation in the Chelsea court appropriation is \$50 less than last year. In Chelsea, because of legislation which has increased the witness fee from 50 cents to \$1.50, the taxpayers of Boston must provide \$2000 for this purpose as compared to \$8600 last year. In all other district courts in the county fees are paid from revenue, but in Chelsea all the court revenue is turned over the treasurer of that city.

At the morning session it was discovered that Mayor Curley had refused to allow in the appropriation for the penal institutions department an appropriation of \$10,000 to meet the cost of installation of automatic sprinklers at Deer Island, but that he had included \$2500 for sprinklers in a wooden warehouse there.

With the exception of the South Boston and East Boston district court appropriations all other county department budgets were approved. Information that it has not been the custom of the clerk of the South Boston court to appear before the committee to explain financial needs of the court led to a decision to withhold any appropriation until some representative obeys the summons of the committee. Satisfactory explanation was made of the failure of the East Boston clerk's office to be represented.

ominated to enter the second or "run-off" and final election.

Successful passage of the legislation would practically eliminate the possibility of a Republican being elected mayor of Boston, because if he led the field in the preliminary, he would have to run against the second place man who undoubtedly would be a Democrat. Under its provisions the election of 1925 in which Malcolm Nichols was first and Theodore Glynn second would have been a preliminary with Nichols and Glynn the candidates in the election proper.

The members of the committee on cities are Senators James A. Torry of Beverly, Walter Perham of Chelmsford, Charles W. Johnson of Worcester and Michael J. Ward of Boston, Representatives Richard D. Crockwell of Medford, Louis N. M. DesChenes of Fitchburg, Fred A. Hutchinson of Lynn, Rupert C. Thompson of Newton, Chester E. Chase of New Bedford, Frank E. MacLean of Lowell, Tycho M. Petersen of Springfield, John A. Jones of Peabody, Daniel F. Moriarty of Lowell, James E. Hagan of Somerville and Thomas J. Lane of Lawrence.

Democrats in the Legislature yesterday expressed keen satisfaction at the favorable report of the preliminary election bill, but they were apprehensive concerning its fate at the hands of the Republican majority. No surprise was expressed at the rejection of the bill for legalizing the placing of party designations on the ballot.

Promises have been made that a hard fight will be made by Boston members of the House for substitution of the bill for the adverse report on the proposed salary increase for the members of the city council. It was petitioned for in two measures filed by Senators Ward and John P. Buckley of Charlestown, both of whom are former members of the city council.

An amendment will be added to the bill providing a referendum to the mayor and council and to the voters.

One member of the House vitally interested in the salary increase measure will be Representative Richard D. Gleason, who also is a member of the city council.

CITY PRIMARY BILL REPORTED

Democrats Elated as Committee Favors Preliminary Election

PARTY NOMINATION SYSTEM REJECTED

Provisions for the nomination by preliminary elections of candidates for mayor and the city council prior to the quadrennial municipal election in Boston are made in a bill reported favorably to the Legislature yesterday by the legislative committee on cities. The intent of the legislation is to prevent the main election from becoming a free-for-all contest.

The petition for the bill was filed by John Cummings, Boston lawyer and prominent as an independent Democrat. It is due for a stormy session when it reaches the House sometime next week because it is reported that several members of the committee will dissent from the report.

TWO BILLS OPPOSED

The committee voted leave to withdraw on two other measures affecting the city of Boston. One would provide for party denominations in the city elections and the other would increase the salaries of the members of the city council from \$1500 to \$2000.

The preliminary election provided for in the Cummings bill would be somewhat in the nature of a primary. Two candidates for mayor and two for each seat in the council would be

POST 4/11/30 EDISON HEAT FOR CITY HALL

Engine Room Crew to Be Given Other Posts

Union officials were assured yesterday by Mayor Curley that eight engineers and firemen will be given posts in other municipal institutions after the present boiler plant is abandoned at City Hall and the Edison Company is given the contract to supply heat, light and power to the municipal departments.

The chief engineer, three assistant engineers and four firemen will be transferred to the City Hospital and the Boston Sanatorium, where new buildings are now nearing completion. It is planned to close down the engine rooms in the basement of City Hall and the Annex on July 1, when the Edison will start its service at a cost of about \$60,000, which, according to Superintendent of Public Buildings John P. Engert, will represent a saving to the city.

HERALD 4/10/30

URGES TUNNEL 22 FEET WIDE

Wilson Finds Estimates
Based on It, in Lieu of
20-Foot Tube Planned

PRESENTS ORDER TO CITY COUNCIL

Records which disclose that estimates of the cost of the East Boston tunnel were based upon a traffic roadway 22 feet in width, will result in the presentation of an order to the city council by Councilman Robert Gardiner Wilson, Jr., Monday, requesting the transit department to conform to the estimates.

"Unless these estimates were incorrect," said Wilson yesterday, "and the official records seem to be very convincing proof that the gentlemen at least thought that they knew how to figure the cost of a tunnel, we should have a 22-foot tube instead of the 20-foot project which is now planned. Of course, if the estimates of cost made last year were incorrect, it might be advisable to obtain a few accurate estimates before there is any final decision made about a tunnel."

"If it was possible last year to finance a 22-foot tunnel within the appropriation of \$16,000,000, I perceive no reason why we cannot provide for such a tube now."

He continued that it should be the aim of everybody interested in the tunnel to obtain the widest possible roadway which could be built within the appropriation, and he expressed inability to understand what had become of the two feet of width which had been taken from the plans on which estimates of costs had been made months ago.

Officially, the tunnel project still rests with the engineers of the planning board, transit department and metropolitan planning division, and no announcement has been made that they have succeeded in complying with Mayor Curley's order to agree on the locations of the tunnel portals as well as the route.

The effect of the action of Chairman Goodwin of the finance commission before the city council Monday, when he buried the \$4,000,000 street widening scheme which Henry I. Harriman and Frederic H. Fay were ambitious to attach to the tunnel bill, is regarded as more far-reaching than the fate of this proposition, which the Legislature eliminated from the tunnel bill two years ago.

The objective of Goodwin is considered to have been of more significance than the rejection by the council of the street widening scheme, and the attack which he made upon Messrs. Harriman and Fay is believed to have been inspired by a determination to eliminate them as advisers of the tunnel project and to restore the tunnel plan of the transit department to favorable recognition.

HERALD 4/10/30

Lane Defends Supt. Burke; Raps 'Mysterious Attacks'

Schoolhouse Building Chairman's Remarks
Seen as Rebuke to Hurley—Tells of
Saving Under New System

Richard J. Lane, chairman of the new schoolhouse building commission, characterized the attacks made on Dr. Jeremiah E. Burke, superintendent of schools, as unjust and rather mysterious, in an address before the Boston Schoolmen's Economic Association at the City Club last night.

Though the speaker did not mention his name it was clearly apparent that he was rebuking Joseph J. Hurley, chairman of the school committee, for the bitter denunciation made by the latter on the superintendent in his Mattapan address 24 hours before.

COMPLIMENTS BURKE

Mr. Lane indicated that he wanted to steer away from personalities but he indicated that he would not let the opportunity go without complimenting Dr. Burke for his efficient administration. He also defended Asst. Supt. John C. Brodhead and declared that if there is any blame to place for waste in school expenditures that the school committee must shoulder the full responsibility for the appropriations made by that body.

He was emphatic in his statement that he cannot see how the school committee members of last year can escape the responsibility for the school appropriations made by them. Any attempt to place responsibility on Dr. Burke and the assistant superintendents, he pointed out, would be decidedly unjust. He maintained, however, that the school committee members are entitled to their own opinions but he declared that he and many other officials were squarely behind Dr. Burke, who he said has given a wonderful demonstration of his office.

He made public for the first time the work and accomplishments of the new board of which he is the head and stated that already in three months since its inauguration savings of thousands of dollars have been effected for the Boston taxpayers. Many contrac-

tors are now bidding for the work because of the new system in vogue which guarantees fair consideration to all.

BIDS LOWER

"The bids are far below anything seen here before," he continued. "Many of the contractors, who have not been bidding for years, are back and getting consideration." He pointed out that it was decided to place light steel construction in the Margaret Fuller school in place of the old-fashioned wooden work. This was decided after consultations including conferences with insurance men, who said that if the change was made that the insurance rates would be cut in half.

As the result of this decision the bids were \$30,000 below what had been estimated as the cost under the old wooden work. He pointed out many other instances where thousands of dollars were saved by expert handling of bids and in this connection he praised Louis K. Rourke, superintendent of school construction.

In the first three months the commission has spent \$107,000, compared to \$182,000 last year under the old commission. He said that there also has been a change made in the system of awarding contracts under \$1000 and instead of awarding contracts without competition, the department now calls in three or four reputable contractors in the vicinity where the work is to be done and the contract awarded to the lowest bidder. The savings under this system have been beyond the highest expectations, he said.

GLOBE 4/11/30

OFFICERS OF W. R. C. PUBLICLY INSTALLED

Mayor Curley and Tague
Address Delegates

Curley Urges Sidewalks Along State Highways

Senator Robert Bigney of South Boston, on behalf of Mayor Curley, late yesterday filed in the upper branch of the Legislature a resolve calling for an investigation into the necessity and advisability of the construction of sidewalks along State highways and roads maintained by the Metropolitan District Commission.

The inquiry would be made by a board of three, to consist of one member appointed by the Governor and the two others to represent the State Department of Public Works and the State Department of Public Safety.

The annual public installation of officers and reception of the Women's Relief Corps of the G. A. R. was held yesterday afternoon and last night at the Hotel Statler. In the afternoon, the gathering was addressed by Mayor Curley and in the evening by Peter F. Tague, representing the Mayor.

These officers were elected and installed: President, Mrs. Annie Howard, Springfield; senior vice president, Mrs. George A. Hines, Waltham; treasurer, Mrs. Fannie M. Jones, Somerville; chaplain, Mrs. Ardella Fairbanks, Brighton.

TRANSCRIPT 4/10/30

Curley Wants State Money for Sidewalks

Would Lessen Road Work for Two or Three Years in Aid of Pedestrians

To provide for the safety of "the poor devil on foot," as Mayor Curley today expressed it, on highways like the Gallivan boulevard, there has been drawn by direction of the mayor a measure looking to the appointment of a special unpaid commission of three members to inquire into the advisability of constructing sidewalks or reservations for foot travelers.

"In State highway construction," the mayor said, "no provision is made for pedestrians, and I am inclined to believe this is responsible for a large proportion of our accidents. Take that wonderful highway, the Gallivan boulevard, which passes through a section where there are about 700 homes! Children going to the store, to school or from one house to another had no sidewalk when the State got through with the work. The city has constructed sidewalks, but that is not the whole story. The highway in places cuts through what were once cliffs or banks, and the city has to put in retaining walls as well as sidewalks. The expense is large.

"Throughout the State the same situation exists. It isn't safe to walk on the highways at night without a lantern, and then it isn't any too safe. The smooth, straight State highways are becoming race tracks. My idea is that the expenditure on State highway construction should be cut 25 per cent for two or three years and the money put into sidewalks."

The Curley measure is a resolve which would provide for an investigation by a committee comprising the public works commissioner, the public safety commissioner and a third person to be appointed by the governor. The committee would hold hearings and report not later than the first Wednesday in September.

GLOBE 4/11/30

CURLEY CUP GAMES CARDED

Sturtevants and Kilties to Clash Again

By GEORGE M. COLLINS

The Mayor James M. Curley Cup soccer series will be with us again this week-end according to the latest reports.

Undoubtedly there will be a lot of fireworks when the Sturtevants meet those Clan MacGregors of Quincy at the Readville grounds. The first meeting of this pair resulted in an unexpected victory for the Blower Works boys and incidentally saw two of the Kilties sent to the showers for trying to get fresh with the referee. That resulted in this pair being out for several weeks and it also means that Manager Rae will have to produce two clever players to take their places. He has the Hay boys, so that settles his troubles, at least, he thinks so.

This Sturtevant team is going to be a hard outfit to conquer on its own ground. Manager McWhirter has several players who are rated tiptop, and if they are half as good as this young fellow Paton then he is in luck.

The Bird & Son team is also due to get into action at Sullivan sq, where it is carded to tackle the Hibs, who by the way pinned a 4-to-3 defeat on the Birdies not so long ago in their first Curley Cup game.

As this cup series is played on the home-and-away basis the teams can each win a game and yet one of them lose. It's goals that count in the final analysis.

Swedes and Norwegians will provide the fans with one of the most strenuous games of the day, as both teams are hitting on high. Whether Beacon A. C. will be called upon to meet the Stoughton crowd again is a question. That walloping which the Stoughtons got in the first game probably will keep them from trying the second time.

POST 4/11/30

FIND NAME OF STREET IS CHANGED

Now Residents Are Up in Arms About It

Although the name of their street was legally and officially changed nearly a year ago, residents of Fuller street, Dorchester, woke up yesterday to discover that they now live on Truxton street—and they started vociferous protest about it.

NEVER HEARD OF IT

They claim that they never heard of any proposal to change the name of the street, that their wishes were never consulted and that the first they heard of the change was when city workmen appeared yesterday and placed a sign, "Truxton street," at the corner of Washington street.

And to make matters more confusing, the sign on the other end, at Milton avenue, proclaims that it is Fuller street. Although residents, now up in arms, claim they never heard any suggestion of the change, officials of the street commission declared that the change was made after a public hearing which had been advertised according to law.

Chairman Thomas J. Hurley of the commission said, however, that the new name need not necessarily be retained. He said that if the persons living on the street were opposed to the new name and really desired that the street retain the name Fuller, it might be arranged next year.

But for the next year, because the law provides street names shall not be changed after March 1 any year, the street is officially Truxton street. The mailman doesn't know it, he said yesterday, as he was delivering his letters to the residents.

He said it's Fuller street to him and to the postoffice and that if the name actually has been changed to Truxton, it will result in great confusion because of duplication of numbers.

Just where they got the name Truxton is somewhat of a mystery, officials of the street commission admitted. Some members said they did not know; but John J. O'Callaghan told a reporter his recollection is that they got it from some book one of the members was reading.

GLOBE 4/11/30

SEPT 14 BOSTON DATE FOR TERCENTENARY

Boston's part in the Tercentenary celebration will be centered in the week of Sept 14, ex-Mayor John F. Fitzgerald, head of the municipal committee, told a special committee representing various Jewish groups which met last night at the Boston City Club.

The committee later formed a temporary organization with George E. Gordon as president and Ellis Ranen as secretary and plan to merge with another Jewish committee in the Tercentenary work.

Ex-Mayor Fitzgerald suggested that the Jewish group organize some local feature to indicate the contribution of

Jews to the State and also make plans for participation in the big parade and pageant planned for September.

It was suggested that a mass-meeting on the Common, to be addressed by Justice Brandeis of the United States Supreme Court, would also be appropriate to the celebration.

HERALD 4/11/30

Mayor Curley Scores 89 in Opening Franklin Park; Pairs With Long for Foursome Win

By ARTHUR SAMPSON

Mayor James M. Curley officially opened Boston's public golf links at Franklin park yesterday, by driving a beautiful tee shot straight down the middle of the first fairway, and then went on to score a remarkable 89 for the full 18 holes. The mayor played in a foursome with Park Commissioner William Long as a partner against Richard Graham, city architect, and Edward Dolan, city treasurer. Long also carded an 89, while Graham scored a 94 and Dolan 103.

The mayor performed notably under pressure. The large gallery merely aroused the mayor's competitive instinct, however, and he probably has never played better in his life. He was out in 45 and home in 44, and although there was not a single birdie in his card, he was consistent all the way. He putted beautifully all through the match and had the good fortune to sink a 40-yard approach at the 12th.

SHINES WITH 5 AT SEVENTH HOLE

His honor was one over par figures on each of the first four holes, and then missed a couple of shots at the fifth to take a 6, when he well might have been down in 4. He took a nice 5 at the long seventh, but slipped again on the eighth and had to card his second 6.

At the 12th he drove his second shot into the water and after dropping another ball, repeated the performance for the benefit of those who missed seeing the first splash. At this point it looked as if the mayor would have to break his run of 4s, 5s and 6s, and take at least an 8 or 9, but, after getting his next shot over the water successfully, he recovered the lost stroke by pitching his 6th directly into the cup. That was by far the most spectacular shot of the afternoon.

Finishing in the same steady gait, the mayor came within inches of an 88 when his putt for a par 4 at the home hole came within inches of dropping.

Commissioner Long was equally as good as the mayor, going out in 43 and finishing with a 46. It was the 14th hole before they lost the honor to their opponents and they had no trouble winning the match.

The course was in great condition for the opening. The mayor voiced his opinion that it was in the best condition that he had ever seen it at this time of the year even if the opening was held previous to that of other years. At least 500 were on hand to witness the ceremonies and although a great many followed the official foursome, there were many who waited until the first party was on its way and then lined up at the first tee for play.

CITY RECORD FOUND A FINANCIAL "FLOP"

The City Record, the municipal weekly in which are published statements released to the daily newspapers by Mayor Curley, minutes of the city council and school committee meetings, political propaganda, and certain municipal advertising specified by statute, is a financial flop.

It cost the taxpayers \$8058 last year when the Record went into the red for the first time in several years. In previous years a neat profit was realized

City Hall Titlist



MAYOR CURLEY

COUNCIL STANDS COST OF CITY FLAG-RAISING

After supervising the raising of flags on staffs in public squares for more than 25 years, City Messenger Leary was yesterday unable to tell the council committee on appropriations why the cost of \$109 per holiday should be charged to the appropriation for the city council.

Neither could Mr. Leary explain to his own satisfaction or to that of the councilmen why the cost of roping the streets in connection with parades, marathon runs and other athletic features, should be charged to the same appropriation.

There are 21 municipal flagstaffs in as many squares from East Boston to Hyde Park and there is a city ordinance which commands the city messenger to have the national flag flown from each staff on 14 specified holidays.

The veteran messenger cannot perform the laborious duty so he hires an expert rigger, who in turn hires other riggers, to look after the raising and lowering of the flags.

"Pretty soft dough for raising and lowering flags, isn't it?" asked Chairman Robert Gardiner Wilson, Jr.

"If boys cut the halyards these men climb to the top of the poles and replace the ropes," explained Leary. "You can't get many to do that trick."

The councillors discussed the wisdom of revoking the ordinance and placing the care of the flags and staffs upon the park department or some other department.

GLOBE 4/11/30

CURLEY ASKS ACTION ON BOSTON HARBOR

Sends Telegram to Entire Congress Delegation

Cites Channel Deepening and Removal of Shoal

Mayor Curley yesterday sent a telegram to all the Massachusetts delegation in Congress requesting their immediate and unified action in the interests of incorporation in the Rivers and Harbors bill of the four most important requirements for Boston Harbor.

These port requirements are listed in the telegram as follows:

"First—Removal middle ground shoal Boston Inner Harbor.

"Second—Deepening main ship channel President Roads to Navy Yard.

"Third—Deepening and widening Weymouth Fore River from Hingham Bay to Weymouth Fore River Bridge.

"Fourth—Providing adequate channel Dorchester Bay from main ship channel to mouth Neponset River at Squantum and Commercial Points."

The telegram concludes, "Believe general survey including these four major requirements vital to future well-being port of Boston."

but City Collector Johnson stopped advertising property for sale for non-payment of taxes, twice a year, and the loss in advertising revenue turned a profit into a deficit. It was made known yesterday to the city council on appropriations that the circulation of the Record last year was just in excess of 1000 copies. The "free list" numbers about 125.

POST 4/11/30

Mayor Opens Links at Franklin Park

Scores an 89 in Best Ball Foursome
---Course in Fine Condition
for Public



Mayor James M. Curley was the first to drive off at Franklin Park yesterday, officially opening the public links for 1930. Photo shows the Mayor following through after a lusty drive far down the fairway. His Honor's follow through is not as good as usual. Maybe now he is crowd conscious.

BY BURT HOXIE

The public links at Franklin Park opened yesterday. And Mayor James M. Curley not only lifted the lid as cameras clicked and the curious and golfers looked on but played the full course as well in mid-season form. And 89 was the Mayor's achievement all of which proves Mr. Curley can play public links golf as well as speak of such courses.

RIVAL TEAM OUTCLASSED

Perhaps it was the company the Mayor was in yesterday that made his debut so auspicious. For his partner was Park Commissioner William P. Long, who breezed in with a 92. What this team did to City Treasurer Edward Dolan and the Boston merchant, Arthur Graham, is nobody's business. At any rate, Mr. Dolan was 102 and Mr. Graham 96, so you can figure it out in your own best ball column.

Of secondary interest at the park yesterday was the large turnout, which was not surprising considering the ideal

spring weather and the fact that all the regular greens were in use. In both respects a record was established. According to genial Joe Howe, the oldest attache at the links in point of service, 400 would be a conservative estimate of the attendance. It was of such proportions that play in foursomes was only permitted.

This condition was as unusual at the course at this time of the year. Never were the fairways in the developed state as at present. Nor were the greens more satisfying. Favored by good weather, the links were never so inviting in the early spring, and judging by the grand and glorious opening, this is the banner year at the park. Within a short time crowded conditions will be more apparent with little or no hope in sight for relief.

More Links Doubtful

Yesterday Mayor Curley expressed himself as still up against it in regard to expansion. The plot in West Roxbury, which was looked upon so favorably, has been discarded due to the enormous sum necessary for purchasing and developing.

"Boston's only hope at present," stated Mr. Curley "is for a Metropolitan Boston. When that comes to pass it will be an easy matter to develop more public golf courses in towns such as Milton and vicinity." He still has hopes of relieving the congestion with a course in another direction from the present, but procuring the plot meets with many difficulties.

That the city of Boston has been forced to pass up the parcel in West Roxbury is not surprising, favorable though the outlook for acquisition was at one time. It seems the land adjoining city property at this spot was privately owned by a wealthy Bostonian and passing it on to the city would have sort of ruined his fine estate. The two pieces of property would have worked in together excellently and the location was all that could be desired. In fact, it was not more than a 10 minute spin from the present public links. It lay between Jamaica Plain and Roslindale, was partly wooded and cleared but rather rocky in spots which would have necessitated considerable expense in course construction.

According to Park Commissioner Long there is a faint hope of one of the other sites originally selected turning into a golf course. It has been passed on favorably by golfers of note and architects. But land close to Boston is expensive. So is building golf courses. The two facts put together make quite a hazard to span. Perhaps in time Boston will have its second public course but it will probably be as Mayor Curley states when we have a Metropolitan Boston.

RECORD 4/11/30



Fore! Mayor Curley had the honor of being the first person to tee off as the Franklin Park links were officially opened for the season yesterday. And a healthy swing he took too!

HERALD 4/11/30

CITY LAW DEPT. DEALS WITH ACCIDENT CLAIMS

Probes Speed up as Five Special Men Replace Police Reports

Corporation Counsel Silverman has granted the police department a divorce from the law department, as far as the investigation of claims against the city is concerned, with the result that the law department is receiving detailed reports of accidents within two or three days after they occur.

Relying upon the police to investigate usually resulted in a lapse of from eight to 10 weeks between the accident and report. Definite reports are now quickly obtained, five constable investigators doing the work.

It costs the city \$10,000 per year for the five investigators, but Silverman assured the council committee on appropriations yesterday that the results justify the expense.

GLOBE 4/11/30

STREETS FOR TRAFFIC, CONRY MAINTAINS

New Commissioner Hits Parking Violations

Wants Cooperation of Citizens to Solve Problems

"The streets of Boston are for traffic, not for parking, and the new traffic commissioner intends to see that principle carried out," declared Traffic Commissioner Joseph A. Conry, in a statement yesterday on assuming his new duties at City Hall.

"Because the city has permitted parking it must not be assumed that the permission is to grow into a franchise," he said.

"The owner of a house, store or office building is entitled to unobstructed access thereto. In some sections citizens complain of parking as a nuisance. The common law allows an injured party to abate such nuisance if the driver fails to do so."

"Federal st., for example, a direct route between the North and South stations, should be kept clear for traffic, its full width."

"Street cars, running on rigid lines, are entitled to favorable consideration. Automobiles are flexible."

"The rights of pedestrians should always be uppermost in the minds of drivers and officers. Jaywalking should be avoided."

"The commissioner hopes for earnest cooperation of citizens and invites helpful discussion."

RECORD 4/11/30

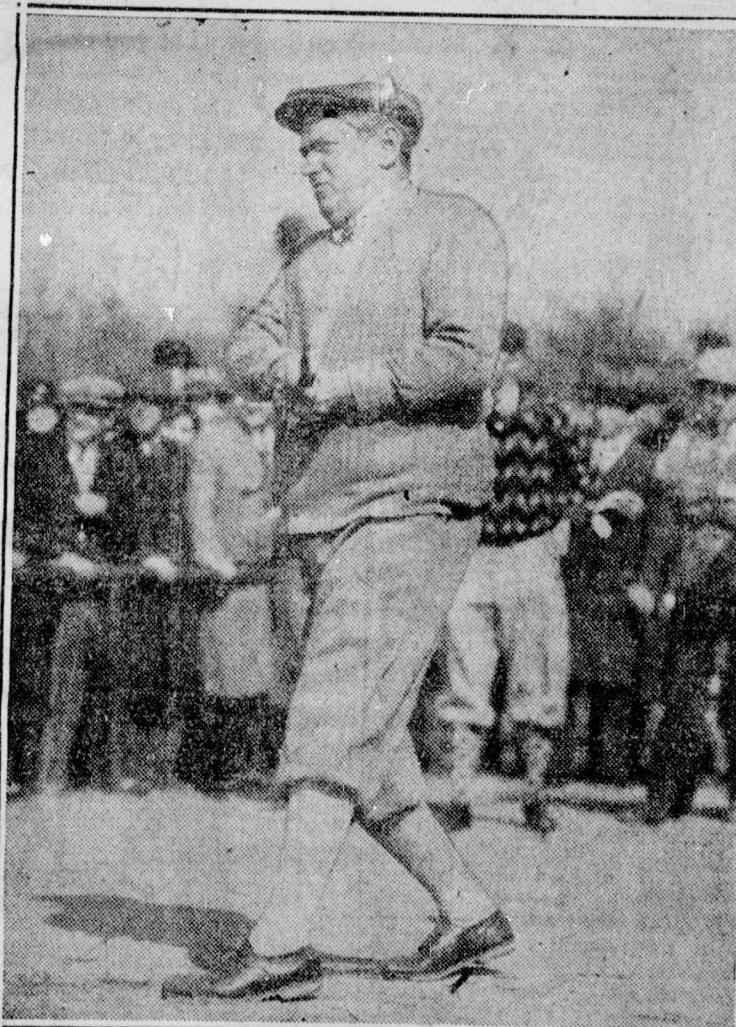
Business Leader Has Faith in New England



Charles F. Weed, First National Bank vice-president; Mayor Curley; Henry L. Harriman, standing, president, Boston Chamber of Commerce; and Gerald Swope declared that New England character, ingenuity and tradition assured the continued prosperity of this section.

GLE 4/11/30

BOSTON MAYOR OPENING SEASON FOR FRANKLIN PARK'S GOLFERS



OPENING THE GOLF SEASON AT FRANKLIN PARK

Mayor Curley at the finish of the stroke which started the big parade at Franklin Park yesterday. Perhaps this shot didn't resound like the one that was heard 'round the world, but it had the significance of marking the official opening of the golf season for Boston's vast army of municipal golfers, and incidentally started the Mayor on the way to his best golf score—a momentous 89. Incidentally it was the first of some 50,000 drives that will be attempted from the Scarborough first tee during the next seven months.

POST 4/11/30

MAYOR CUTS EXPENSE OF CITY AUTOS

Refuses Demands of Dept. Heads for New Machines

The City Council committee's probe of the budget yesterday revealed that Mayor Curley had put an end to the practice of purchasing costly pleasure automobiles for the use of the members of his cabinet.

ALL WANT NEW MACHINES

Practically every department head had included in his budget an item for the purchase of a new machine, but it was blue-penciled by the Mayor who has ruled that the cost of city cars must be cut down and machines used only for city business.

Judge Frederick P. Cabot of the Juvenile Court disclosed to the City Council committee on appropriations at the county budget hearings yesterday at City Hall that he has been paying out of his own pocket the salary of an extra clerk at the court house.

He said he had been doing it for some months past as a "personal experiment" as he hesitated to call upon the city to place an additional clerk on the Juvenile Court payroll until he was absolutely certain that it was required.

His experiment, he said, had convinced him that the business of the court called for more help. Chairman Robert Gardiner Wilson of the Council committee urged that his request for additional clerical service be provided.

GLE 13 E 4/11/30

ordered the transfer of one lieutenant and seven privates to become effective at 8 o'clock this morning.

The lieutenant transferred is Edward F. Fay, for a number of years aid to Chief Sennott, who at his own request is assigned to fire duty with Ladder 12 Tremont st, Roxbury. Lieut Fay served as a ladderman with this company for many years before being promoted.

The owners who will change their stations are Duncan Hunter, who moves from Engine 18, Harvard st, Dorchester, to Fireboat 47, at East Boston; Edward E. Hall, from Engine 46, Ashmont to Engine 18; Thomas E. Rardon Jr, from Engine 15, Dorchester Lower Mills, to Engine 46; Daniel J. Foley, from Ladder 1, Friend st, to the Bureau of Supplies and Maintenance; Charles J. McGranahan, from Rescue 3, Charlestown, to Ladder 1, and James J. Sullivan, from Engine 52, Mattapan, to Engine 18.

FIREMEN TRANSFERRED BY MC LAUGHLIN'S ORDER

In a general order promulgated by Chief Daniel F. Sennott last night, Fire Commissioner Edward F. McLaughlin

The place vacated by Fay will be filled by Francis J. Scott of Engine 18.

HERALD 4/11/30

HERALD BACKS NEW ARBELLA

4/11
Plane with Tercentenary
and Legion Messages to
Visit 67 Cities

A new Arbella, named after the stout ship in which John Winthrop landed at Salem, June 12, 1630, will wing its way westward Saturday, spreading the message of the Massachusetts Bay Colony Tercentenary and the American Legion convention of 1930 in 22 states and 67 cities east of the Rocky mountains.

This new Arbella will be sponsored by The Boston Herald and will carry personal messages from Gov. Allen and Mayor Curley to the Governors and mayors of the states and cities visited on the national good will tour.

High officials of state and city, representatives of the American Legion and of patriotic organizations led by the official tercentenary committee will take part in ceremonies at the East Boston airport between 10 and 11 A. M., Saturday.

Escorted by an armada of 40 planes this New Arbella will fly over the route of the marathon as far as Framingham and thousands of persons out to watch the race will see the good will ship and her escort on the first leg of the 6000-mile flight.

ALLEN TO SEE TAKE-OFF

Among the guests at the airport during the take-off exercises will be Gov. Allen and Mayor Curley, John J. O'Connell, Massachusetts department of the American Legion; Mrs. Stephen P. Hurd, state regent of the Daughters of the American Revolution; Herbert Parker, chairman of the Massachusetts Bay Tercentenary committee; Maj.-Gen. Clarence R. Edwards, Brig.-Gen. William A. Pew, chairman of the Salem tercentenary committee, representatives of many patriotic organizations, and others.

The exercises at the take-off at East Boston will be broadcast over stations WBZ and WBZA from 10:20 A. M. until 11 A. M.

Russell Boardman of the Boardman Aviation Company will be pilot of the six-passenger Travelair plane. There will be four passengers, the pilot, a mechanic, a radio engineer and a representative of The Boston Herald. On board the plane will be a short wave radio set with which will be broadcast programs that 1,500,000 people will be able to enjoy.

It is expected that in most of the 67 cities over which the New Arbella will pass there will be loud speakers at the flying fields from which programs from the plane will explain the purpose, meaning and importance of the 300th anniversary which Massachusetts is celebrating this year.

TO BROADCAST FROM PLANE

The Boston Herald representative on board will carry letters from Gov. Allen to the Governors of 22 states, and messages from Mayor Curley to the chief executives of 67 cities, which will be presented at each stop en route.

At Washington letters will be presented to President Hoover. Above New York city either Graham McNamee or Phillips Carlin will broadcast from the

New Arbella over a coast-to-coast hook-up, extending the invitation of The Boston Herald to all the men and women of the United States to come to Massachusetts this summer during the tercentenary exercises.

Arrangements are complete for receptions to the New Arbella at each flying field on her route, where representatives of patriotic organizations, Massachusetts societies and other groups will participate in special programs. These will include all Massachusetts clubs and New England clubs, D. A. R., S. A. R., G. A. R., Society of Mayflower Descendants, Society of Colonial Dames, Society of Colonial Wars, Society of American Wars, Society of Cincinnati, Military Order of the Loyal Legion of the United States, Society of the War of 1812, Order of the Founders and Patriots of America, Naval Order of the United States, Holland Society of America, Huguenot Society of America, Grand Army of the Republic, Spanish War Veterans, Veterans of Foreign Wars, American Legion, historical societies in all cities visited, and representatives of Harvard University, its alumni and clubs and other colleges.

COURSE OF PLANE

The course of the New Arbella will be more than 6000 miles, westward as far as Omaha, southward to Washington and northward to Burlington, Vt.

The cities visited will be the following:

Worcester	Annapolis
Springfield	Baltimore
Syracuse	Harrisburg
Rochester	Wilmington
Buffalo	Dover
Erie	Atlantic City
Akron	Camden
Cleveland	Philadelphia
Toledo	Trenton
Detroit	Newark
Lansing	New York
Grand Rapids	Bridgeport
Kalamazoo	New Haven
Chicago	Marlboro
Milwaukee	Pawtucket
Madison	Fall River
St. Paul	New Bedford
Minneapolis	Hyannis
Des Moines	Providence
Lincoln	Brockton
Omaha	Lowell
Topeka	Lawrence
Kansas City	Manchester, N. H.
Jefferson City	Concord, N. H.
St. Louis	Portland
Springfield, Ill.	Augusta
Indianapolis	Montpelier
Cincinnati	Burlington
Dayton	Claremont
Columbus	Keene
Pittsburgh	Gardner
Untiontown	Salem
Washington	Boston

The trip will be known as the National Good Will Tour of the Massachusetts Bay Tercentenary Corporation and the 1930 National American Legion Convention Corporation, and will be sponsored by The Boston Herald solely for the purpose of attracting national attention to the Massachusetts tercentenary year. The name, New Arbella, was chosen to remind the nation as it soars over the United States that 300 years ago another ship known as the Arbella brought to this country Gov. John Winthrop and the founders of the Massachusetts Bay Colony.

In undertaking the cruise of the New Arbella, The Boston Herald hopes to call the attention of the entire nation to the importance and interest attached to the elaborate tercentenary celebrations planned throughout Massachusetts this summer.

During each day of the flight The Boston Herald will publish dispatches from its representative on the plane, describing the reception at each city en route and the high lights of the 6000-mile flight.

TO OPEN NEW HOSPITAL WING

\$750,000 Surgical Building
Finished at Faulkner
Institution

ALLEN TO SPEAK AT DEDICATION

Gov. Allen and Mayor Curley will speak at exercises opening the new \$750,000 surgical wing and service building at the Faulkner Hospital, Jamaica Plain, Thursday, April 24. A reception to prominent physicians and surgeons and the public will be held from 2 P. M. to 5 P. M.

Among the features of the new structure is a new heating plant for the entire hospital. It is expected that the operation of the new plant will be no more expensive than the cost of running the old equipment, which formerly served only the old buildings. An outpatient consultation clinic will be operated when the necessary funds called for in the expansion program become available.

TO HAVE 150 BEDS

The enlarged hospital will contain 150 beds, 75 in the surgical wing and 75 in the old building. The service building provides a large dining room and a large kitchen, storeroom and 10 rooms for maids. Enlarged laboratory facilities and modern equipment are provided for general practitioners in the Forest Hills section.

Friends of the hospital have been invited to contribute \$100,000 for the finishing and furnishing of the new wing, including an estimated \$60,645 for furniture and equipment.

The hospital, incorporated in 1903, was the dream of Dr. George Faulkner, who endowed it with \$500,000. Half of that amount was spent on the old buildings, part of the remainder going toward the new wing. A portion of the income from \$235,000 endowment from Miss Caroline Chickering aided the new structure, which was begun in May, 1928.

One-third of the new wing is devoted to four-bed wards, one-third to moderately-priced private rooms, and the rest of the space to larger private rooms for people of means.

In 1929 the hospital spent \$33,000 on patients admitted on the "part pay" basis and \$5000 for those unable to pay anything; \$1200 for free X-ray treatment and \$300 on free laboratory work.

TRANSCRIPT 4/11/30

Governor Sq. Bill Being Fought by Outside Towns

Conferences Develop the View That Subject Should Go Be- fore New District Board

The bill designed to improve traffic conditions at Governor square by the extension of the subway, now in the legislative Committee on Metropolitan Affairs, is being strongly opposed by the municipalities outside of Boston, which would be called upon to pay deficits in the event that the Boston Elevated Street Railway Company, were not able to meet its rental cost. Existence of this opposition was learned today as a sequel to conferences held by the committee with representatives of the municipalities involved.

At these conferences it was brought out that some of the communities believe that before the subway is extended the matter should be turned over to the recently created Metropolitan Transportation District Board, which has come into being under an act passed last year. This board is authorized to investigate questions relative to the transportation needs of the Metropolitan district. The opposing communities take the position that the district board has never been consulted on the proposed subway extension, and that consequently the proposed legislation is not properly before the General Court.

When asked to discuss the situation today, Representative James J. Twohig of South Boston, a member of the subcommittee on metropolitan affairs which drafted the Governor square bill, expressed belief that the cities and towns now opposing the measure have "not stated their real reason for objecting."

"Under the terms of the bill as drafted," said Representative Twohig, "they are required to pay their proportionate cost of any deficit. This they do not want to do and so are opposing the measure on the ground that the law has not been complied with."

He further expressed the belief that the legislation now before the Metropolitan Affairs Committee is legal in every respect and that if it is not it may be made valid by a proper amendment. Incidentally, he added, the committee had obtained the opinion of General Edward L. Logan of the Metropolitan Transportation District Board, who placed that organization on record as favoring the Governor square subway extension. Mr. Twohig, remarking that action toward making the improvement should be started as quickly as possible, said:

"It would give employment vitally needed by hundreds of men now out of work, who have wives and children dependent upon them. In addition, the creation of the new jobs would relieve the city of the burden of caring for persons out of work. This is a matter which should be kept in mind as well as the main objective itself, namely, the relief of traffic conditions at the square. Therefore, the quicker the \$8,000,000 will be appropriated and expended, the better it will be for everybody."

AMERICA 4/11/30

Mayor Curley and Port Leaders Planning Drive to Get Industries

Under the leadership of Mayor James M. Curley, the various Boston port boosters, both organized and individual, will soon begin a drive for new industries to help the harbor.

This became known today during a discussion by a small group of shipping men meeting informally during the lunch hour.

The organized groups which will co-operate are:

The Maritime Association of the Chamber of Commerce, The Port Authority, the Foreign Commerce Club of Boston.

The officials who will help include W. W. Lufkin, Collector of



the Port; Mayor Curley, Governor Allen, U. S. Shipping Board officials and others.

The Mayor's attitude was made clear when he selected his big committee of men and women to aid in the development of Boston, this committee including many harbor interests.

The key-note of this drive for new port industries will be to do everything possible to encourage new firms making their home here. At a recent meeting of his committee, Mayor Curley commented that a great electrical manufacturing concern tried to locate in Boston and was to build two factories.

According to the mayor, Boston placed too many restrictions on the firm's application. So did New York and Philadelphia.

As a consequence, the company builded in Baltimore, where the city constructed roads directly to the plant on the waterfront and made other concessions. Today the firm has a payroll of more than 20,000 people in its first factory and plans another.

Thus Boston lost a weekly payroll of about \$500,000—according to the mayor. This visit of the firm was before he assumed office this year.

Another Superstition

We've tried to be smart by applying psycho-analysis to the various superstitions of Boston sailors. The best known of all sea traditions has us walking the plank. Just why do sailors view with horror the act of turning up a hatch cover? Is it symbolic of upsetting the ship itself?

Well, here we are, Vol. 1, No. 2. The first issue yesterday of the "Longshoreman's Gazette" survived and no threatening letters came in the mail. This encourages us to be a little bolder.

Our origin: Our title is the well known sailor's term for news which he has heard from various sources.

Our purpose: We might as well warn you that we are frankly partisan in anything concerning the Port of Boston. We're out to boost the port and print the news while it's still news.

We're going to defy all New England traditions by saying an appreciative word now and then for those who are upbuilding the port.

Speaking of News

While on the subject of port news, do you realize that the Gazette already is the earliest on the street with news of daily fish arrivals? All afternoon editions carry a tabulation of the amounts and varieties of fish brought in that same forenoon.

If you want to check up on ship arrivals during the night and in the forenoon, pick up any afternoon edition. The American's system of fresh editions at brief intervals, enables the Gazette to be first with these arrivals, also.

Wages of Rum-Running

Boston newspaper men were interested to learn from Rev. Richard K. Morton of Revere that the Fourth Estate profession boasts men who are "aggressive, alert, fair, and adept at a thousand things." While ship reporters probably were excluded, we're going to reward this intelligent clergyman with a hot tip for a sermon.

When the crew of the Canadian rum runner, Aramay, were in port



flaming youth

the 19-year-old boys in the crew made a thought-provoking confession. They admitted making less money in rum-running than they could as honest fishermen. The youths signed up sheerly for the excitement and glamour. As fishermen, they could often average \$300 for two weeks good catches. As rum-runners, they faced danger and death for slight pay.

Now, Mr. Morton, it's your deal.

GLOBE 4/11/30

URGES ACTION AT GOVERNOR SQ

Twohig Says Opponents
Don't Give Real Reasons

The proposed legislation for the extension of the Boylston-st subway under Governor sq is facing the opposition of outside cities and towns which would be called upon to pay deficits in event the Boston Elevated did not obtain sufficient revenue to meet the rental costs. The Legislative Committee on Metropolitan Affairs has the matter before it and there is a possibility that should the committee report a bill, opponents will line up their forces in the Senate and House. If the measure is killed, nothing will have been accomplished by this year's legislature regarding relief of congestion at Governor sq.

The committee has held conferences with officials of cities and towns and these have brought forth the information that some of the places believe that before any extension of the Boylston-st subway is made the matter should be turned over to the metropolitan transit district. They further contend the latter board should have been consulted before such legislation as proposed, and that because this was not done the proposition is not proper before the Legislature.

A statement of Representative James J. Twohig of South Boston, a member of the subcommittee of the Committee on Metropolitan Affairs, who has been active in furthering the bill, contains the assertion that the cities and towns now opposing the bill have not stated their real reasons for objecting.

Mr Twohig says, "Under the terms of the bill as drafted, they are required to pay their proportionate cost of any deficit. This they do not want to do and so are opposing the measure on the ground that the law has not been complied with."

In Mr Twohig's opinion the legislation now before his committee is legal in every respect. If not, it can be made valid by proper amendment, he declares. He points out that the committee has obtained the opinion of Gen Edward L. Logan, chairman of the Metropolitan transit district, who has placed that board on record as favoring the Governor-sq extension.

It is Mr Twohig's belief that action towards making the improvement should be started as quickly as possible. He says:

"It would give employment vitally needed by hundreds of men now out of work who have wives and children dependant upon them. In addition, the creation of the new jobs would relieve the city of the burden of caring for persons out of work. This is a matter that should be kept in mind as well as the main objective itself, namely, the relief of traffic conditions at the square. Therefore, the quicker the \$3,000,000 will be appropriated and expended the better it will be for everybody."

AMERICAN 4/11/30

URGE GOLD STAR MOTHERS SAIL FROM HUB

Protest Failure of War Department to Use Boston
as Debarkation Point

Inferences charging Secretary of War Hurley with having blocked the plan to have the United States Lines carry a delegation of Gold Star mothers from this port to Europe today added fuel to the fiery protests voiced against the choice of New York as the point of embarkation for the New England pilgrims.

The charge is embodied in a statement of Fred E. Dowling, secretary of the Boston Commercial, Industrial and Publicity Bureau, in which he describes negotiations between the War Department, officials of the United States Lines and representatives of the municipal bureau.

JOINS IN PROTEST

At the same time, Lieut. Gen. Edward L. Logan, U. S. A., retired, joined with Brig.-Gen. Charles H. Cole, retired, in protesting the decision of Secretary of War Hurley.

"The Mayor was moved by the finest motive in his appeal to the War Department to arrange at least a few Boston sailings," runs the statement issued by Dowling, "and sent Thomas A. Mullen and John T. Scully, to Washington to confer with War Department officials. "They returned feeling that the mayor's request would be given serious consideration.

"Mr. Scully remained over in New York to talk with the steamship people and left New York understanding the United States Lines had no objection to Boston sailings.

"Secretary Hurley's decision, which he said was predicted on information received from an official of the Lines, is entirely inconsistent with the information Mr. Scully obtained from other officials."

STATEMENT BY LOGAN

The statement of Lieut.-Gen. Logan is as follows:

"I am sure the decision of the Secretary of War will be a great disappointment to the Gold Star mothers of New England," said Lieut.-Gen. Edward L. Logan, U. S. A., retired, when interviewed today. "I can understand no reason which would prompt refusal of transports to call at Boston to take from the capital of New England those Gold Star mothers who are planning to go.

"After all, it is but another instance of the inability of the present administration to understand New England and the sentiments of its people.

Equally emphatic was Brig.-Gen. Charles H. Cole, retired, when questioned concerning Secretary Hurley's stand. "All the big ship lines use Boston as a port of call,"

he said.

"There is no reason why government transports for the Gold Star mothers cannot do the same thing. As for Secretary Hurley's statement, 'It is impossible,' I would say it was not impossible. It seems to me that with merely a little more work and detail it would be easy enough to arrange for the ships to call for the New England mothers at Boston."

GLOBE 4/11/30

WORKING HARD ON RIVERS AND HARBORS BILL

Mayor Curley announced this afternoon that he had received wires today from Congressmen McCormack, Tinkham and Andrews of the Massachusetts delegation informing him that they were working hard for the Rivers and Harbors bill. The bill includes a survey of Boston Harbor.

MEETING TO DECIDE ON DEFINITE PARADE ROUTE

Representatives of the Retail Trade Board, the Street Commissioners, Park Commissioners, and the Public Celebrations Bureau, met with Mayor Curley at City Hall this forenoon relative to the establishment of a parade route that will be satisfactory to the business interests of the city in view of the large number of parades scheduled to be held in Boston the coming summer.

It was decided that the Board of Street Commissioners hold a meeting the early part of next week in the offices of the Director of Public Celebrations at which the various organizations to hold major parades in this city in the coming months will be present.

Mayor Curley said this noon that he hopes that the various interests would be able to decide on a definite parade route, if possible.

POST 4/11/30

MAYOR ASKS EXPLANATION

Wires U. S. Lines About Gold Star Mothers

Mayor Curley last night called upon the officials of the United States Lines to make good their reported promise to assign steamers to this port for the purpose of taking the "gold star" mothers to France to visit the battlefield graves of their sons.

In a telegram despatched to Joseph E. Sheedy, executive vice-president of the United States Lines, at 45 Broadway, New York, the Mayor stated, "I am given to understand by the War Department that the reason the Gold Star Mothers cannot sail from Boston is because you refuse to send your steamers here. This is contrary to the promise made to me by President Chapman and yourself. Will be glad to have your explanation."

POST 4/12/30

A ONE-MAN JOB

The proposition for a three-member board of Police Commissioners to replace the single Commissioner would mean a step backward. We abandoned the police board idea years ago as did New York, Philadelphia and other large cities.

A Police Commissioner, like a Governor or a Mayor, ought not to divide his direct authority with anyone except subordinates of his own choosing. A really strong man would not accept a position which called for a vote or an agreement on matters of police policy. A Police Commissioner's job is a semi-military one.

In the days of the three-man police board the chairman was designated by the Governor and this put him in a position of higher authority than his colleagues. But with one man appointed by the Governor, one by the Mayor and one by the Chief Justice of the Supreme Court friction might easily develop.

There is no reason why the Police Commissionership should be considered too big a job for one man. No one claims that of the Presidency. A Police Commissioner must necessarily entrust the bulk of the work to his subordinates. It is the proper choosing and oversight of these subordinates that makes the efficient Commissioner.

We must have here in Boston some excellent material for the position of Police Commissioner, men big enough to master the job and master the force.

The thing is to get the right man, not to look around for ways to divide the responsibility. A man big enough for the job will soon demonstrate that it is emphatically a one-man proposition.

HERALD 4/12/30

MAYOR MOVES FOR HARBOR IMPROVEMENT

Congressman McCormack was asked by Mayor Curley, yesterday, to attempt to have all proposed Boston harbor improvements specifically mentioned in the report of the rivers and harbors committees relating to necessary surveys. With the exception of the survey of the need of deepening and widening of the Fore River from Hingham Bay to Weymouth Fore bridge, none of the other harbor projects has been mentioned but they are included in those left to the discretion of the army engineers.

GLOBE 4/12/30

BEACON-ST BUILDING LINE URGED REDUCED

Favor Lowering Height From 80 to 65 Feet

CITY HALL HEARING BEFORE ZONING ADJUSTMENT BOARD

A demand to bring within the 65-foot building height limit Beacon st from Charles to Joy sts, and Joy st from Beacon to Myrtle sts, was presented yesterday by the Beacon Hill Association before the Boston Zoning Adjustment Board, at a public hearing in City Hall.

Those favoring a change from the present 80 feet to 65 feet, now the height for the other streets from the State House to the Charles River, greatly outnumbered the opponents.

The petitioners' case was presented by Romney Spring, president of the association, who said the reasons for asking the change were to avoid undue concentration of population, to produce adequate light and air, to lessen street congestion and to promote general welfare.

Mr Spring said that Beacon Hill has a sentimental value that Boston is bound to consider. He made a plea to place Beacon st near the Common within the 65-foot residential height limit.

Edward T. Hartman of the State Board of Public Welfare favored the proposed change as the first step toward proper zoning.

John Fox, a former resident of the city, now living in New York, pointed out how higher buildings would shut out necessary light and declared there was no demand for 100-foot high apartment houses along Beacon st.

William D. Austin said the Boston Society of Architects voted in favor of the change. Ralph Adams Cram sent Mr Spring a letter indorsing the proposed change.

Robert Dysart said that property values in the neighborhood had increased 49 percent in 10 years.

Karl Adams of Beacon st was opposed to the petition insofar as it affected Beacon st from Joy to Walnut st. He said that bringing the block he referred to within the 65-foot limit would simply perpetuate light and air for the Diocesan House on Joy st "which has appropriated the light and air that belongs to the neighbors."

Others speaking against the change were Amos R. Little, Elliott Henderson and George A. Brooks.

The board took the petition under advisement.

CURLEY URGES BOSTON LINERS FOR WAR MOTHERS

Mayor Curley yesterday wired Joseph E. Sheedy, executive of the United States Lines, in New York city, to the effect that he understood from the War Department that the reason that the Gold Star mothers cannot sail from Boston is because Mr Sheedy refuses to send his steamers to Boston.

Mayor Curley in his telegram told Mr Sheedy that what he hears is contrary to the promise that he made to him recently, and he would be glad to have his explanation.

HERALD 4/12/30

OPPOSE GOVERNOR SQUARE MEASURE

COMMUNITIES FEAR THEY'LL HAVE TO PAY DEFICITS

Communities in the metropolitan district outside Boston are lining their forces in opposition to the bill designed to solve the traffic problem at Governor square. Although not definitely declared, it is believed that their objection is based on the section which would force them to pay deficits in the event that the Boston Elevated fails to meet its rental costs for the proposed extension.

The objection of the protesting communities will be based on the argument to be advanced that the legislation is not properly before the Legislature because the recently created metropolitan transportation district board has not been consulted in drawing up the bill. The objections have come to the attention of the legislative committee on metropolitan affairs after a series of conferences with the representatives of the cities and towns to be affected.

Speaking of the situation yesterday, Representative James J. Twohig of Boston, member of the sub-committee which drew up the bill, said, "Under the terms of the bill as drafted the cities and towns are required to pay their proportionate cost of any deficit. This they do not want to do and so are opposing the measure on the ground that the law has not been complied with. Amendments can be added to make it valid."

CURLEY PROTESTS STEAMSHIP ACTION

Gold Star Mothers Must Sail From N. Y.

Protesting the announcement that the gold star mothers of Boston and other parts of New England, would be obliged to set sail from New York instead of Boston on their pilgrimage to the battle fields of France and the graves of their loved-ones, Mayor Curley yesterday sent a telegram to Joseph E. Sheedy, executive vice-president of the United States Lines.

"Am given to understand," wired the mayor, "by war department reasons Massachusetts gold star mothers cannot sail from Boston is because you refuse to send your steamers here. This is contrary to promise to me by Mr. Chapman and yourself. Will be glad to have explanation."

At the same time the Massachusetts department, Veterans of Foreign Wars, through Commander Max Singer, sent a letter of protest to Secretary of War Hurley. The added convenience to the women travelers, most of them well along in years, together with the tender memories of Boston as the port from which their sons embarked for the war, is set forth in this letter.

POST 4/12/30

SEE PERIL TO BEACON HILL HOMES

Residents Urge City Restrict Height of Buildings More

Warning against the threatened erection of a "Chinese wall" of lofty apartment houses opposite the Common, which would block the breeze from the Frog pond, a representative group of Boston's select "400" appealed yesterday to the Board of Zoning Adjustment to reduce the building height limit on Beacon and Joy streets from 80 to 65 feet and to preserve Beacon Hill as an exclusive residential district.

BIG CROWD ATTENDS

So large was the assembly that Chairman Frederic H. Fay was forced to transfer the public hearing to the City Council chamber, where after a session lasting almost two hours, a show of hands revealed 60 witnesses for the proposal and only eight opposed, so the board took the matter under advisement for the decision which will be announced later.

In outlining the petition, President Romney Spring of the Beacon Hill Association, comprising residents of the district from the State House to the Charles River embankment, explained that restriction of Beacon street from the State House to Charles street, and also Joy street, from Beacon to a point beyond Myrtle street, for residential purposes was desired by the applicants.

"For City's Welfare"

He declared that it was for the welfare of the city to preserve the existing Beacon Hill skyline and urged the amending of the zoning regulations as a means of promoting the health, safety and convenience of the public, quoting the State Constitution in demanding the preservation and maintenance of ancient landmarks as a public duty.

That Beacon Hill was the highest grade downtown residential property in any American city was the assertion of Edward T. Hartman of the State Department of Public Welfare, who serves as an adviser to planning boards. He contended that it could not be duplicated anywhere and should be preserved.

It was John P. Fox, New York zoning expert, who warned against the threatened "Chinese wall" of apartment houses on Beacon street which would do irreparable damage to Boston Common." In New York, he said, a campaign has been in progress to preserve Murray Hill as an exclusive residential

section. He declared that the modern residence should have a minimum of four hours of sunlight, and contended that if apartments were constructed on Beacon street, even the houses back on Chestnut street would be in the shade for practically seven months of the year.

The endorsements of Ralph Adams Cram, eminent architect, the committee on public improvements of the Boston Society of Architects and the American Unitarian Association were recorded for the restriction by President Spring.

More Money in Taxes

After it had been claimed that the city would receive more money in taxes through the preservation of the property for residential purposes, Robert Dysart produced the city assessors' figures, revealing that in the past 10 years the property valuation had increased 49 per cent without the introduction of apartments or stores. This opinion was supported by Roger C. Hatch, prominent realty broker.

Traffic conditions would become even worse on Beacon Hill with the advent of apartments or business blocks, Theodore G. Holcombe, chairman of the association's traffic committee, told the board. Residents of the proposed apartments would leave their cars on the narrow Hill streets, he protested, adding to congestion and fire hazards.

Miss Marion C. Nichols, secretary of the association, revealed that the fire apparatus was forced to turn back one night last week when parked cars blocked traffic on the Hill.

Blames Speculators

Real estate speculators alone favored the construction of large buildings on the Hill, City Councillor Laurence Curtis, 2d, told the zoning board, urging the members to vote for the preservation of "this unique residential zone of historical importance."

The State Art Commission had voted unanimously in favor of the petition, Commissioner Cyrus E. Dallin, noted sculptor, announced, who condemned any marring of the beauty of the Hill as "revolutionary" and a "heinous crime."

Miss Frances G. Curtis contended that the value of the Hill could not be reckoned in dollars, claiming that it would be impossible to determine the value given to the city by the thousands of visitors "who come to see not the Back Bay, but Beacon Hill."

In opposition, Karl Adams of 36 Beacon street, urged amendment of the petition so that it would not include the block between Joy and Walnut streets. While confiding that "there is no Tory blood in my ancestry," Mr. Adams was cheered as he stated that he would not sell his house for any purpose.

Oppose Restriction

Amos R. Little and George A. Brooks of Joy street, opposed the recommended restriction insofar as it would prevent them from using their property for business purposes. Mr. Little, whose family owned the Little building property at Tremont and Boylston street, argued that there were already restaurants, cobbler shops and drug stores on Joy street, and insisted that it would be unfair to curb the ultimate opportunity to capitalize the property.

The only Beacon street owner to testify in opposition was Elliott Henderson, realty broker, who offered the compromise of allowing fashionable, high

class shops on Beacon street. He stated that though he bought No. 52 about two years and a half ago, and No. 58 about six months ago, "people have not been falling over one another in an effort to take it off my hands." He stated that he had 175 tenants on Beacon Hill, but the only person who looked at the Beacon street property wanted it for a "lodging house and that's the last stage on the downward scale of real estate," said Mr. Henderson, asking what he could do with the property if he could not sell it. From his experience, he said, he had found that the tendency now is to live in apartment houses or move into the country, adding that few people wanted single houses.

Owners on Beacon street who opposed the blanket petition in letters to the board were Gordon Dexter, Mrs. Lothrop Brown, George von L. Meyer and the Old Colony Trust Company, as trustee for Ann Lindsey Blake.

AMERICAN 4/12/30

CURLEY FIGHTS TO HAVE GOLD STAR MOTHERS SAIL FROM BOSTON WASHINGTON OFFICIALS BLAMED

Wire Convinces Mayor That
U. S. Lines Have Not
Broken Promise

Evidence of "buck passing" on the part of the War Department, in connection with the embarkation of Gold Star Mothers from this port, was seen today when Mayor Curley received a telegram stating the United States Lines have not changed their original position.

Although the War Department claimed the United States Lines were to blame for not sending a boat here, officials assured the Mayor the only reason they have not kept their promise to him is because the War Department withholds permission.

Joseph E. Sheedy, executive vice-president of the United States Lines wired the mayor:

"Your telegram received on the eve of my departure for Europe. Our position is in no way changed. Will write you fully.

WILL STIR 'EM UP

Convinced that the shipping concern had not broken its promise, Mayor Curley announced he will send a wire to the War Department on Monday which will "stir them up."

His entrance into the fight being waged by the Boston Evening American to force the War Department to embark the New England Gold Star delegation at Boston not only puts the official sanction of the city on the proposal but also implies the support of port authorities.

The Mayor explained that an official of the United States Lines had promised that ships would call at Boston for New England Gold Star mothers. He sent the following telegram to Joseph E. Sheedy, executive vice-president of the steamship company, in New York.

"Am given to understand by

the War Department that the reason the Massachusetts Gold Star mothers cannot sail from Boston is that you refuse to send your steamers here.

"This is contrary to the promise made to me by Mr. Chapman. I will be glad to have your explanation."

NEW PROTESTS

New protests against the choice of New York as the port of embarkation have been registered by Max Singer, commander of the department of Massachusetts, Veterans of Foreign Wars, who sent a statement to Secretary of War Hurley, and Miss Anne M. Manion, department president of the American Legion auxiliary.

"I was very much surprised to find out that the War Department was going to insist that the Gold Star mothers from New England depart for France from New York port," said Singer in his communication to Secretary Hurley.

"I certainly think that, due to the age of many of the New England Gold Star mothers, they should be allowed to sail from Boston on this pilgrimage to France," said Miss Manion, at the State House today. "Then, too, a great number of them are in failing health and, surely, everything possible should be done for them."

TRANSCRIPT 4/12/30
**City Will Buy
N. E. Eggs Only
for Hospitals**

**Curley Wants Farmers
Know Boston Is Their
Best Friend**

New England eggs only for the city of Boston hospitals and other institutions is Mayor Curley's order to the supply department, as an example to the farmers of this territory that the city is their best friend.

The announcement was made to Leavitt C. Parsons, publisher of the New England Poultryman, who, as State chairman of the National Egg Week celebration, asked the mayor if he would be interested in co-operating in the work. Mr. Curley's response was, "I can assure

you that I am indeed interested in the whole problem of farm relief and shall be glad to co-operate in every way I can."

The mayor regards New England as an important agricultural section and Boston as the logical market for farm products. He finds that Boston is interested in New England farm prosperity as it is the logical trading center where most of the \$300,000,000 income of the New England farmer is spent.

"I recently took occasion to discuss the entire question of farm relief with Dr. A. W. Gilbert, commissioner of agriculture, in order to discover what steps the city could best take to help our New England producers and thus draw closer the bonds that bring together the cities and the country of New England into a single economic unit," the mayor wrote Mr. Parsons. "They clearly are interdependent groups and Boston, as the greatest consumer and trading center, has the greatest responsibility in undertaking this important constructive work which I purpose to follow out.

"The start has already been made and the press recently announced the steps taken by the City Council and the Boston Health Department to insure our city a supply of pure fresh milk, and at the same time protect the \$100,000,000 annual income of the New England dairy industry representing a purchasing power of tremendous local importance.

"The city of Boston is anxious in the same way to help the New England poultry raisers. I assured the commissioner that here also we were ready to begin at once. We have already acted and your readers may be interested to learn that henceforth the city supply department, in purchasing for the various city hospitals and municipal institutions, will buy only New England henry eggs. I hope this recognition will help hasten the formation of some co-operative selling organization which New England so much needs."

Mayor Curley also spoke of Dr. Gilbert's telling him of the New England tour to the World's Poultry Congress which he is sponsoring under the leadership of Professor Monahan of the Massachusetts Agricultural College, which the mayor regards as "one of the finest steps toward building the New England spirit," and he congratulated Professor Monahan on his vision and energy.

"This is a sincere statement, for I feel leadership is an important issue with our unorganized poultry industry," the mayor continued. "As evidence of this I told Dr. Gilbert I heartily indorsed his tour and would plan to adopt it as a nucleus of our pilgrimage from new Boston to old Boston in connection with the city's tercentenary celebration this July.

"I am glad to be kept informed about our local agricultural problems for I regard the city of Boston as the New England farmers' best friend. I shall be glad to co-operate with your committee in encouraging our people to eat up during national egg week, the threatened surplus, and hope you will.

I can assure

TRANSCRIPT 4/12/30

Curley Starts Health Fund of \$5,000,000

Uses \$40,000 Hovey Bequest for Endowment of Health Units

Seeks Contributions

Fund Cannot Be used Until It Reaches Maximum, in Less Than a Century

By Forrest P. Hull

Having suffered disappointment that Mrs. Harriet J. Bradbury, sister of George Robert White, failed to leave the city a generous sum by will to provide for an endowment of the health units established under her brother's benefaction, Mayor Curley today took the necessary steps to provide such a fund of \$5,000,000, setting aside as a nucleus a bequest of \$40,000 left the city of Boston by George O. Hovey, late of Gloucester.

The fund will bear the name of "The Foundation for the Care and Maintenance of the George Robert White Health Units," and will, at its maximum amount, in the course of a century, provide sufficient money, as investments are now conducted, to maintain the health units now established or hereafter to be established. Five of these health units are in operation and the sixth is in process of construction. Four more are being considered, and it is estimated that an income of \$20,000 a year would be sufficient for their maintenance.

Three weeks before Mrs. Bradbury died the mayor wrote her a letter telling of his ambition to provide in perpetuity for the impressive memorial to her brother, and thus relieve the tax levy of their annual care. He wished for an opportunity to talk the matter over with her, but her continued illness prevented. Often in previous years the mayor had mentioned his desire and, though the final interview was impossible, he felt that a bequest might be forthcoming.

Agree on Hovey Bequest

It was on March 31 that an agreement was reached as to the use of the Hovey bequest of \$40,000 when the mayor, Judge William M. Prest of the Probate Court and John T. Morse, Jr., of Needham, sole surviving trustee, met in conference. It was the opinion of all three that the money could be put to no better use. Though the name of the benefactor is not to be connected with the title of the foundation, because of the desire to make it of strongest general appeal to all generous

citizens, the mayor hopes that Mr. Hovey's memory will be graciously perpetuated in the honor that comes with the beginning of so praiseworthy a movement.

George Robert White died in January, 1922, at the outset of Mayor Curley's previous administration and left a will bequeathing the residue of his property to the city. The gift amounted to \$5,500,000. It was provided that the estate be held as a permanent charitable trust fund, to be known as the George Robert White Fund, the net income only to be used for creating works of public utility and beauty for the use and enjoyment of the citizens of Boston.

The will also provided that no part of the income should be used for religious, political, educational or any other purpose which it should be the duty of the city in the ordinary course of events to provide. It further provided that the current expenses of the care and maintenance of any works established by the fund shall be borne by the city.

Fund Has Increased

The control and management of the White estate and the disbursement of the income, as provided in the will, has been in the hands of a board of five trustees, the mayor as chairman, the president of the City Council, the city auditor, the president of the Chamber of Commerce and the president of the Bar Association of the City of Boston.

The fund, through excellent management, has increased from \$5,500,000 to \$6,50,000 and out of the income the city has erected and equipped five health units in the congested districts — Baldwin place, Paris and Emmons streets, East Boston; Dorchester and West Fourth streets, South Boston; corner of Savin street and Blue Hill avenue, Roxbury, and the corner of High and Elm streets, Charlestown. The sixth health unit will be erected at Parkman and Blossom streets, West End.

"The work now being carried on in these health units must be continued and the expense of carrying on met; otherwise the buildings now erected will not serve their intended benevolent purpose," the mayor said.

"Upon the receipt of the generous gift of George O. Hovey, I concluded that the gift could be used for no better purposes than for the initial step of establishing a Foundation, the income of which should be used for the care and maintenance of the work in these health units in perpetuity.

"I am, therefore, going to establish a foundation, to be known as the Foundation for the Care and Maintenance of the George Robert White Health Units, now established or hereafter to be established in the City of Boston. The funds in said Foundation shall be allowed to accumulate with any and all donations and gifts and bequests made to the same until the fund amounts to the sum of \$5,000,000. The income of said \$5,000,000, with any accumulations, is to be used for the care and maintenance of the George Robert White Health Units in perpetuity, so that the wonderful work now being done can be assured of continuance so long as the city exists."

soon, occupying quarters in the ware-house building adjacent to the terminal.

The removal of two thousand or more clerks and executives to the North Station district will mean much to Boston, in the opinion of Mayor Curley who, today congratulated President French on the decision and also upon his election as executive head of the railroad.

GLOBE 4/13/30

\$40,000 FOR CARE OF HEALTH UNITS

City Receives It by Will of George O. Hovey

Mayor Announces That a Foundation Will Be Established

A foundation for the care and maintenance of the George Robert White Health Units, now or hereafter to be operated soon will be established with the \$40,000 bequeathed the city by the will of the late George O. Hovey of Gloucester, it was announced yesterday afternoon by Mayor Curley. The Mayor met recently with Justice William M. Prest of the Probate Court, and John T. Morse Jr., of Needham, the sole surviving trustee under the will of Mr. Hovey to determine for what purpose the \$40,000 should be used.

Mayor Curley said that the \$40,000 will be allowed to accumulate with any additional gifts or bequests until it amounts to \$5,000,000, and then the income will be used for the care, maintenance and perpetuation of the units so that the work can continue as long as the city itself.

George Robert White died in 1922, leaving the city \$5,500,000 with which health units bearing his name have been established. The fund has since increased to \$6,750,000 and out of the income the city has erected and equipped five health units in congested sections. A sixth unit is now being built at the West End to replace the first health unit in the city.

B. & M. to Remove Offices to Boston

The clerical and executive offices of the Boston & Maine Railroad which were transferred to Lechmere square, East Cambridge, just before the old terminal was torn down for the construction of the present structure, will be removed to Bos-

ATLANTIC 4/13/30

POLITICS AND POLITICIANS

By JOHN D. MERRILL

So far as treatment of the city of Boston is concerned, this year's Massachusetts Legislature has been more considerate than almost any of its recent predecessors. Mayor Curley received a debt limit so generous that he has not found it necessary to go to the highest point, and, what is more important, the Mayors of this city will not hereafter be compelled to ask the approval of the State Civil Service Commission for their appointments to office. If the prevailing trend continues, the time may come when the Legislature will make Boston wholly responsible for its own finances and perhaps also permit the Mayor to select the head of the city's Police Department. The latter development, however, seems to be unlikely at the moment.

The Garrett investigation, now going on at the State House, has, of course, roused criticism of the Boston Police Department. One of the by-products has been the bill, introduced last week by Senator Frank W. Osborne of Lynn, which would substitute a board of three police commissioners for the single commissioner who is now in complete charge of the department. It is very doubtful whether the bill will come before the Legislature this year; the time for the filing of new legislation expired three months ago, and the chances are that the Senate and House will not at this late day suspend the rules in order to admit Senator Osborne's bill for consideration. The matter would take a good deal of time and delay still further final adjournment which is remote enough even now.

Boston has already tried a triple-headed police commission, and those who watched it in operation are by no means certain that it was more effective than a single commissioner; in fact, so much dissatisfaction existed that the commission made up of three members was abandoned for the existing arrangement. Senator Osborne's bill does, however, take a step towards "home rule" in that it provides for the appointment of one commissioner by the Governor, one by the Mayor, and the third by the two already mentioned.

If the bill goes before the Legislature, the Boston Senators and Representatives will express their resentment at what they will describe as Lynn interference with the city government of Boston. It would probably be more politic to see that any measure affecting this city was introduced by a Boston member of the Legislature.

SENATORIAL CANDIDATES

No additional candidates for any of the important political offices "in the gift of the people" have come to the forefront recently, and those who have already entered the field are keeping quiet. From time to time Ex-Governor Alvan T. Fuller rises to the surface to hit a head when it appears, but he has not taken the public into his confidence in regard to the Republican nomination for the United States Senate.

One well-known Republican said the other day he was firmly convinced that Ex-Senator William M. Butler had become a candidate for the Senate not so much because he was confident he would be elected in November as because he wanted to dispossess

or run once and for all. This statement was based on the theory that, since Mr Butler has taken the dry side of the prohibition question, Mr Fuller, even if he became a candidate, would hardly be nominated in a three-cornered contest in the primary; that under the circumstances, Mr Fuller would probably not run this year and thereafter would gradually disappear in the twilight which envelops former office-holders. Whether this story is true or false, there is no doubt that the organization Republicans in Massachusetts would like to have Mr Fuller put out of sight.

Marcus A. Coolidge of Fitchburg has not yet made "formal announcement" of his candidacy for the Democratic nomination for the Senate, although he has told many people that he intended to run and it is assumed that his organization is forming. There is a report that if former District Attorney Thomas C. O'Brien becomes a candidate for the Senatorial nomination of his party, Ex-Congressman Joseph F. O'Connell also will enter the contest. This rumor does not mean that Mr O'Connell is particularly antagonistic to Mr O'Brien, but that the former proposes to take part in the fight if it is to be an open one.

The desire of the party leaders has been that a "Yankee" Democrat should be selected to run for the Senate this year, but it is by no means certain they can accomplish what they want to do. Joseph B. Ely of Westfield has said he did not want to be a candidate for the Senate, but his name is often mentioned in connection with that nomination and it is still possible that he may be induced to run. Ex-Mayor Peters is expected soon from the South; perhaps he will have something interesting to say about his suggestion that he should be a candidate for the Senate. Nor should Representative Roland D. Sawyer be forgotten; he is already in the Senatorial contest.

CANDIDATES FOR OTHER OFFICES

Since Dist Atty Bushnell's statement that he had no intention of running against Lieut Gov Youngman in the primaries next September, no other candidates has been mentioned in opposition to Mr Youngman, and the latter will probably have no opposition in his own party. It was said a few weeks ago that former Speaker John C. Hull, who was beaten by Mr Youngman in the 1928 primary, might try his luck again, but Mr Hull has recently been appointed to an important post in the State Department of Public Utilities and will probably take no more part in politics.

Another rumor is that Frederick Butler of Lawrence, formerly a member of the State Legislature, and now one of the county commissioners of Essex County, may run this Fall against Alonzo E. Cook for the Republican nomination for State Auditor. The prevailing opinion is, however, that this year for the first time since his introduction into the office he now holds, Mr Cook will have no opposition in the primary. It is very doubtful whether he could be defeated, and, in addition, the Republican leaders want very much to avoid bitter primary fights; they have troubles enough on their hands.

James F. Powers of the Governor's Council intends to be a candidate for the Democratic nomination for Lieu-

tenant-Governor; he is the only Democrat in the council, and apparently, although it is not easy to set the rules of precedence, is also the ranking Democrat in the State service. Mr Powers has demonstrated his ability to get votes—the most useful asset a politician can have; although he had not run for office in a long time, he had no very great difficulty in winning the nomination for the council when he became a candidate four years ago.

James J. Brennan of Charlestown will be a candidate for the Democratic nomination for Congress from the 10th District. He has been a member of the State Legislature and is well known through the city. John J. Douglass, who now represents the district, was elected first in 1924; it is generally assumed that he will be a candidate for another term, but if he retires it may be taken for granted that Mr Brennan will not have the field to himself.

Senator Joseph J. Mulhern of this city will be a candidate next Fall for the Democratic nomination for district attorney of Suffolk County. He has had considerable publicity because of his activity in the legislative proceedings which led to the Garrett investigation. Dist Atty William J. Foley will, of course, run for another term.

CHARLES H. INNES

Ex-Senator Charles H. Innes of this city called on Gov Allen at the State House one day last week, and many people at once assumed that the visit had to do with the Garrett investigation. In spite of Mr Innes' statement that he did not discuss that matter with the Governor. It is a good guess that Mr Innes went to Beacon Hill to invite the Governor to the annual dinner of the Charles H. Innes Law Association, at the Parker House on Wednesday, April 30. At any rate, the notice of that dinner carries the statement that the Governor will speak.

Mr Innes has done many things during his lifetime—not yet a very long one. He has practiced law, been very active and prominent in politics, built up a Republican ward organization second in this city only to the Democratic one which Martin M. Lomasney maintains in the West End, and has taken an active and prominent part in public matters generally. Comparatively few people know, however, that a few years ago Mr Innes devoted a large part of his time to the preparation of candidates for admission to the Massachusetts bar and met with a high degree of success in that field; it is said that none of those he coached failed to pass their bar examinations. His pupils long ago formed an organization, and, as has been said, it will have its annual dinner two weeks from Wednesday.

The speakers, in addition to Gov Allen, will be Judges O'Connell and Gibbs of the Superior Court, Judge Priest of the Suffolk Probate Court, Special Justice Good of the Boston Municipal Court, Dr Winifred Overholser of the State Department of Mental Diseases, George R. Farnum, formerly assistant U. S. Attorney General, and, of course, Mr Innes himself.

Politics will doubtless be tabooed at the dinner, for, in addition to one or two of the judges, already mentioned, who were Democrats before they went on the bench, the list of the committee in charge of the dinner contains the name of Congressman John W. McCormack, who represents the South Boston district in the National House.

HERALD 4/13/30

WILD WELCOME AWAITS BYRD HERE JUNE 23

Plans Brief Retirement
After Two Years in Ant-
arctic Wastes

EXPEDITION DUE IN NEW YORK JUNE 14

Explorer to Begin Nation-
Wide Lecture Tour in
October

NEW YORK, April 12 — Rear Admiral Richard E. Byrd will return to his home on Brimmer street, Boston, on June 23, after an absence in the Antarctic of nearly two years, it was announced here today by Capt. H. H. Railey, his representative.

During August and September he will probably go into retirement in Boston in order to have an opportunity to enjoy his family again as well as to rest, arrange the material collected on his expedition and work on a book scheduled for publication in the autumn.

Capt. Railey announced today that Admiral Byrd is due here June 14 with his two ships, the Eleanor Bolling and the City of New York. On the afternoon following his reception, he will go to Washington to pay official calls, probably at the White House, the House and Senate chambers and the war and navy departments. On the evening of June 16 he will be the guest of the National Geographic Society at a dinner at which President Hoover will probably preside, and at which his motion picture of the Antarctic will be shown for the first time.

WELCOME DATE SET

Tentative dates for official welcomes are June 17, Richmond and Winchester, Va., his birthplace; June 18, Albany, N. Y.; June 21, the borough of Brooklyn; June 23, the city of Boston; June 25, the city of Philadelphia.

He has consented tentatively to many other engagements, including the presentation of the degree of doctor of science, by the Brooklyn Polytechnic Institute, June 18 or 19, and of a medal by the American Arbitration Society for distinguished service in the causes of commercial peace.

In October he will begin a lecture tour that will take him from Pittsburgh to the Pacific coast and back, occupying the time until February, 1931, beyond which he has made no plans.

The Eleanor Bolling and the City of New York will reach Panama on May 20 from New Zealand, preceded by Admiral Byrd, who will arrive at the Panama Canal May 16 aboard the steamship Rangitiki. He will sail for New York from Panama on the City of New York. Capt. Railey will sail May 2 to meet him.

Capt. Ashley McKinley, who flew over the south pole with Byrd, will arrive here Tuesday with data for maps of the terrain explored by the expedition.

PLAN GREAT WELCOME

Boston's reception to Admiral Byrd, in the words of Mayor Curley, will be "such a welcome as has never been accorded any other American," and he will play a prominent part in the state's tercentenary program, if present plans can be carried out.

In charge of the arrangements are W. Irving Bullard and Theodore G. Holcombe. Mr. Bullard is now at sea on the steamship Virginia, en route for the West coast. If it is possible for him to do so, he will meet Admiral Byrd either at Panama or at some Pacific coast port to extend to him Boston's best wishes and an invitation to play a leading role in the exercises arranged here for this summer.

Invitations have been sent to Mrs. Elizabeth Byrd of Virginia, mother of Admiral Byrd, and to his brother, former Gov. Harry F. Byrd of Virginia, to come here as guests of the city during the reception.

The gift of the city to Admiral Byrd, expressing its pride in his accomplishments, will be a medallion of solid gold, measuring three inches by four inches, with an engraved legend, symbolic figures and Byrd's portrait.

Admiral Byrd will probably be the guest of the American Legion during its convention here next October.

He will probably be greeted at the East Boston airport and escorted to the Common, where a public reception will be held at the Parkman band stand. Other arrangements are incomplete as yet.

Post 4/13/30

TAGS PUT ON 1000 AUTOS

Police Continue Drive on Saturday Parkers

Continuing their week-end drives against Saturday parkers in the downtown section yesterday, more than a score of traffic officers from the Milk street traffic station tagged more than 1000 automobiles on restricted streets and for overtime parking.

Captain Bernard J. Hoppe in charge of the traffic station ordered the drive again yesterday as a result of complaints during the past few Saturdays that parked automobiles were slowing down the movement of traffic so much that bad tieups were threatened.

HERALD 4/13/30

CURLEY PLANS FUND FOR HEALTH UNITS

With the gift of \$40,000 made by the late George C. Hovey of Gloucester and Boston as the nucleus of a fund which he is ambitious to swell to \$5,000,000, Mayor Curley has established a Foundation for the Care and Maintenance of the George Robert White Health units.

Under the provisions of the White bequest, only the income from an estate which now exceeds \$6,750,000 can be used by the city. Establishment of the last health unit needed to perform the service which existing units render, will necessitate use of this income for other purposes.

Mayor Curley is apprehensive that in 25 or 50 years, economy or demands for reductions in costs of government may threaten the perpetuation of the White units and he wishes to create a foundation fund of \$5,000,000 which would be ample to maintain 10 units.

If no other contributions are made to the fund, statisticians have figured that in less than 100 years it will grow to \$5,000,000 but the mayor is hopeful that public spirited citizens will sense the opportunity to be of real service to Boston by making generous contributions.

MAPS OUT AN IDEAL ROUTE FOR PARADES

Street Commission Submits It To the Mayor

In anticipation of meeting the problem of fixing routes for the many parades which will be held in Boston this year, the street commission has suggested to Mayor Curley what is considered to be an ideal route.

From a start at Roxbury Crossing, the route leads along Columbus avenue to Park square, Charles, Beacon and Bowdoin streets, with a sharp swing under the State House arch, along Mt. Vernon street to the Charles river esplanade to Beacon street, where any point of dismissal can be selected.

The retail trade bureau of the chamber of commerce is interested in the selection of a definite parade route because of a desire to keep interference with business at the minimum.

Mayor Curley has already assured the American Legion that he will establish the official municipal reviewing stand on Beacon street or at any other advantageous location in order that no necessity of including School street in any route may be felt.

Representatives of the organizations which will hold national conventions in Boston this year will meet the mayor and the street commission in room 49, City Hall, at 2 o'clock Tuesday afternoon.

GLOBE 4/13/30

TRAFFIC JAMS COST CITY \$81,000 DAILY

Regional Planning Shown
as Ultimate Solution

Grade Crossings at Highways Contribute to Cost

The American Road Builders' Association, Dan R. Lamson, committee engineer, reports after careful study that regional planning is shown to be the ultimate solution of traffic congestion. The study had revealed that the cost of traffic congestion in Boston is estimated to be \$81,000 per day as compared to a cost of \$600,000 per day in Chicago, prior to the inauguration of the regional improvement program. The cost of this evil in New York is given as \$1,000,000 a day.

Among the principal causes shown are:

Highway registration (local vehicles); outside registration using highways in the area.

Lack of parking restrictions.
Narrow and poorly planned highway systems.

Lack of adequate entrances and exits to cities.

The large cities geographically hemmed in by waterways.

Thirty miles from the heart of the central city of a regional area is the maximum distance of local influence. The New York area, even, could be included within those limits. This distance scales down some 10 miles around the smaller cities.

It is in these areas that are found traffic conditions which set the maximum standards of right-of-way, surface width and pavement design. Here

occur the most expensive construction projects, the highest costs of additional right-of-way, and the greatest obstacles to successful completion of a highway improvement program. This is, especially true of the central sections of cities where insufficient right-of-way was set aside originally for highway purposes.

Obviously there is a certain amount of "through" long-distance traffic in any area which travels beyond the 30-mile zone, but these amounts are very small when compared with the local traffic operating within such a zone.

Horses Cheaper

The loss of time because of traffic congestion in some instances in large cities is making transportation by horse-drawn trucks more economical than by motor-driven vehicles.

Lack of highway facilities has retarded the purchase of automobiles, notably in New York, Chicago, Philadelphia and Boston. Per capita comparisons of registration figures were made with such cities as Detroit and Los Angeles, which have an abundance of wide exits and high-speed arteries. Using the Detroit ratio of 3.5 persons to the automobile, the four former cities should have a total increase in registration of 1,950,000 automobiles, but they do not.

Grade crossings at highways and railroads contribute an ever-increasing item to the cost of traffic congestion. A study of one of Cleveland's principal streets over a 12-hour period shows that of the 5955 vehicles passing over a grade-crossing intersection during that time 1867, or 31.4 percent, were delayed there. In other words, the thoroughfare could be said to be only 68.6 percent efficient.

Some Remedies

Remedies advanced for reducing congestion are:

That a model regional planning organization be drawn up for use of smaller cities; that State Legislatures authorize and control regional planning in congested areas; that equitable methods of financing, planning and construction be studied and recommended.

That in locating highways State highway departments build trunk lines around cities; that a minimum right-of-way width be adopted of 100 feet for primary and secondary trunk lines, and of 66 feet with a two-lane roadway for rural roads.

That the authority for the location

New Traffic Head Plans Drive on Double Parking

The Traffic Commission's new chairman is "death" on so-called double-parking. This is a growing evil in Boston, in which careless drivers leave their cars standing toward the middle of the street, alongside cars legally parked at the curb.

Chairman Conry is determined, as one of his first measures to correct traffic conditions, to confer with Deputy Police Supt Thomas F. Goode tomorrow morning to urge upon him that the traffic squad commence a "crusade" of arrests and prosecutions for such indefensible violations.

of grade crossings should be vested in the State Highway Commission, or some State public utility commission.

That immediate financing and construction is favored of specific projects in regional areas as recommended by the commission in charge.

That State and county highways having an average daily present traffic in excess of 4000 vehicles shall be designed with more than two traffic lanes of pavement; those with between 1200 and 4000 vehicles, not more than 10 percent of which is truck traffic, to have two traffic lanes, generally paved; roads with less than 1200 vehicles daily, not more than 10 percent truck traffic, shall have two traffic lanes with some type of all-weather surfacing.

HERALD 4/13/30

SEEK MORE MONEY FOR HARBORS HERE

Mayors' Club Indorses Curley
Plea to Hoover for Ports

The Mayors' club of Massachusetts yesterday voted its indorsement of a petition to be sent by Mayor Curley of Boston to the congressional committee on rivers and harbors and to President Hoover asking a greater appropriation for improvement of Massachusetts harbors in general and Boston harbor in particular.

Mayor Curley was the chief speaker at the meeting of the club yesterday at a luncheon at the Parker House at which 35 mayors and ex-mayors of Massachusetts cities and towns were present.

The unemployment situation was the chief topic discussed by the Boston mayor. He pointed out the necessity for some sort of readjustment of manufacture and industry to reduce seasonal employment and spread it out over a longer period. He urged consideration of a national five-day week policy and a possible seven-hour day as means to accomplish this end.

Frank S. Davis, manager of the maritime association of the Boston Chamber of Commerce, told the assembled mayors that "already Mayor Curley's administration has been a decided impetus not only to Boston but to all of Massachusetts as well, and even has been a stimulus to the government at Washington."

Mr. Davis also corroborated Mayor Curley's opinion that the soon-to-be-completed improvement of the Welland canal will enable New England ports to compete on even terms with Canada in the exportation of wheat, and urged the necessity of establishing immediately a wheat elevator at South Boston.

In this connection the Boston mayor already had pointed out that since inception of the Interstate Commerce Commission wheat shipment out of Boston has fallen from 18,000,000 bushels annually to only 4,000,000 bushels.

On motion of Andrew A. Casassa of Revere, the club voted to name committees to study the unemployment situation and to confer with Governor Allen as to means to eliminate improper features of the civil service system in Massachusetts.

Mayor Charles S. Ashley of New Bedford, president of the club, presided.

POST 4/13/30

GLOBE 4/13/30

WOULD SLICE 4 FEET FROM PUBLIC GARDEN

Conry Considering Plan to Provide More Auto Parking Space On Arlington Street

Proposal for a four-foot setback of the Public Garden fence along Arlington st and conversion of the present little-used sidewalk there into parking space, and renewal of the suggestion to move the Boston Common fence along Park st back eight feet so as to throw the width of the present grassed embankment there into traffic use, are under consideration by Chairman Joseph A. Conry of the Traffic Commission.

Although he has been only three days "on the job," Chairman Conry is already deep in consideration of ideas for accomplishing a smoother flow of traffic in the downtown area. He is gratified that constructive suggestions have already begun coming to him, and solicits others.

Conry this week will address a circular letter to traffic officials of leading American cities asking that they forward to him their traffic regulations. He will examine these various codes for the help they can give him in formulating corrective measures for Boston traffic evils. He hopes to submit to his commission for action in time for the tercentenary some suggestions for improvements that would greatly aid the easy handling of the thousands of outside automobiles that will bring visitors to Boston during the Summer months.

Proposal a New One

The Arlington-st proposal is a new one, submitted to Mr Conry by a Back Bay man of political and social prominence. A comprehensive graph accompanying the formal suggestion showed that 130 automobiles could be parked on that side of Arlington st, where only about 40 can now be accommodated.

Along this sidewalk are about 30 elm trees, ranging from six to 36 inches in diameter, and the plan provides for preservation of the best of these by building curbings around their bases. Nor would there be interference by this

plan in any way with the Channing and White memorials on that side of the Garden.

If the fence is set back four feet, cars could be parked head-on, the rear ends resting on what is about the present curbline. The area gained by the fence setback would permit construction of a little lane between the fence and the fronts of the parked cars. Cars could be driven through this channel out of the parking area, rather than backed out into the present lanes of travel in that thoroughfare, thus avoiding the impeding of traffic movement.

The Park-st suggestion has been "on the table" for several months now. Chairman Conry means to review this, along with the Arlington-st proposal. If his study seems to him to warrant his doing so, he will lay both projects before the Traffic Commission, whose approval would be required preparatory to submitting the plans to Mayor Curley for his sanction.

Plans Traffic Posts

At Chairman Conry's request, John F. Hurley, the commission's engineer, has drawn up specifications for traffic posts and submitted a list of proposed locations for these in main highways in outlying sections of Boston which accommodate heavy traffic into and out of the city proper.

Some 20 of these traffic control posts would be placed at intersections like that of Market and North Beacon sts, Brighton, and Cleary sq. Hyde Park. This undertaking is only in the first stages.

The automatic control system for Washington and Tremont sts in the city proper will be in operation late in July, it is now hoped, Hurley said. Installation of a complicated motor generating set in City Hall Annex basement for this system is the last remaining part of the work to be done.

Perhaps Boston might give a trial to the impounding system for cars parked overtime, Chairman Conry thinks, and he has asked Philadelphia authorities to inform him as to working of this method there. Other Boston traffic authorities before him have considered this, but none has moved to introduce it to Boston. Under it, when a traffic policeman finds a car parked overtime he not only tags it, but, if it is not locked, he drives it to the nearest garage. When the owner appears before the police he is informed where his car is garaged, and on payment of the garage fee recovers his automobile.

UNIONS DEMAND CITY RETAIN POWER PLANT

Oppose Shift to Contract
for City Hall Service

Committee to Call on Mayor and
Protest Change

Representatives of labor unions interested in the city retaining its own power, heating and lighting plant at City Hall, at a protest meeting at 995 Washington st yesterday, charged Supt of Public Buildings John Englert with "bad faith," if newspaper accounts of the taking over of the power plant at City Hall by a power company are true.

Supt Englert, according to Harry A. Russell, New England supervisor of local unions of the International Union of Steam and Operating Engineers, gave representatives of unions interested assurances that at least a month would be given them to present figures to prove their claim that the plant could be more economically operated by the city in the interests of the people than by an outside concern taking over the plant and furnishing heat, light and power under contract.

The protest meeting was attended by representatives of the Massachusetts State Federation of Labor, State Branch of Engineers, State Branch of Firemen and Oilers, and Electrical Workers' Union 104.

The alleged move of Supt Englert precipitated a three-hour debate, after which it was voted that all present attend a special meeting of the executive board of the Boston Central Labor Union tomorrow night, at which time a representative committee of the organized labor movement of the city and State will be named to wait upon Mayor Curley and protest the contemplated change.

Arthur M. Huddell, president of the International Union of Steam and Operating Engineers, and John F. McNamara, president of the International Union of Firemen and Oilers, are expected to arrive here within a day or two to assist the local unions in the fight.

GLOBE 4/13/30

FAULKNER HOSPITAL WILL DEDICATE WING

New Buildings Cost \$750,000 and Mark Another Forward Step in Service to Humanity

The Faulkner Hospital takes another step forward in the interests of humanity on April 24, when Gov Allen and Mayor Curley will speak at the opening of the new surgical wing and service buildings, recently completed at a cost of \$750,000.

Between 2 and 5 in the afternoon, when there will be a reception to guests and the outstanding men in the medical and surgical professions, who will take part in the affair, the public will be invited to inspect these new structures.

This well-known hospital, recognized as a training school of the highest efficiency, was the dream of Dr George Faulkner, who endowed it with \$500,000. Half of this fortune was spent in constructing the old buildings, and part of the funds necessary for the building of the new surgical wing was derived from the remaining half of Dr Faulkner's generous bequest.

Part of the income from the \$235,000 endowment made by Miss Caroline Chickering also helped to make possible the new structures which were commenced in May, 1928.

Includes Private Rooms

One-third of the new surgical wing is devoted to several four-bed wards, one-third to attractive private rooms for which a moderate sum is to be charged, and the remaining third of the space given over to more spacious and private rooms equipped with every

modern convenience for people of means.

An entirely new heating plant has been installed to heat the new wing and other hospital buildings combined. It is estimated that the operating cost of this new plant will be no more than the expenses, which were required to heat the less modern

now make a total of 150 beds available to accommodate the steady influx of patients and the ever increasing demands of the communities near the Faulkner Hospital, which have speedily developed in recent years.

Enlarged laboratory facilities, complete with modern equipment, are now provided for the use of general practitioners in the Forest Hills section, who will now be able to conduct many necessary investigations and more elaborate research work than has been possible in the past.

The hospital was incorporated in 1903. The services which have been rendered in 27 years have been indispensable to many thousands of appreciative patients, especially those of moderate means.

Free X-Ray Treatment

In 1929 the Faulkner spent more than \$33,000 in the rendering of medical and surgical attention to patients admitted on the "part pay" basis, and \$5000 was spent in free services to those unable to make any payments at all. In the same year \$1200 was expended in giving free X-ray treatment, and at least \$300 was invested in free services rendered in the laboratory.

Although the Faulkner Hospital has received many generous bequests since it was founded by Dr Faulkner, it is to a very large extent dependent upon gifts made by those who realize that this important service must continue in the interests of the sick.

As it is the earnest ambition of the board of trustees of the Faulkner to meet as speedily as possible all the expenses which have been incurred in building the new structure, requests are being made that people make endowments in the names of departed friends and loved ones, and thereby assist in rebuilding the financial structure of this most worthy institution.

The trustees of the hospital are: The trustees are Andrew J. Peters, chairman; Ingersoll Bowditch, treasurer; Mrs Franklin C. Jillson, secretary; Miss Cornelia Bowditch, Mrs Henry B. Chapin, Nelson Curtis, Miss Emily G. Denny, Mrs J. Mott Hallowell, Herbert L. Hammond, Dudley N. Hartt, John T. Hosford, R. S. Humphrey, Hugh W. Ogden, Ernest L. Rueter and James W. Wheeler.



EX-MAYOR ANDREW J. PETERS
Chairman of the board of trustees

structures with the old and now discarded heating equipment.

An out-patient department or consultation clinic, also included in the expansion program, will be operated when necessary funds are available. The service building provides for a large dining room and spacious kitchen; also storeroom and 10 rooms for maids.

Enlarged Facilities

The 75 new beds in the surgical wing and the beds in the old building

POST 4/13/30

WOULD BAN DOWN-TOWN TO PARADES

Mayor, Storekeepers
to Agree on Back
Bay Route

To provide a parade route for the Tercentenary and convention demonstrations that will not interfere with the free commercial use of the streets for the downtown retail business interests, the Board of Street Commissioners will hold a public hearing at City Hall on Tuesday afternoon at 2 o'clock, at the order of Mayor Curley.

CHANGE REVIEWING STAND

Opposition of Manager Daniel Bloomfield of the retail trade board of the Chamber of Commerce to the proposed downtown parades this year resulted in the Mayor yesterday agreeing to abandon his customary reviewing stand on School street in front of City Hall and removing it to any point in the Back Bay that may meet with the approval of the business interests of the city.

The Mayor suggested the changing of the regular parade route from the downtown business district to the Back Bay and South End. His personal view was a route starting at Roxbury Crossing, proceeding down Columbus avenue (which will be paved with a smooth surface immediately), to Charles street, where the State Tercentenary exhibit will be established, then along Charles street to Beacon and over Beacon, Bowdoin and Mt. Vernon streets to the Charles River esplanade, and finally along Embankment road and back to Beacon street, where the marchers could be dismissed.

This suggestion of the Mayor was taken under consideration by Chairman Thomas J. Hurley of the Street Commission who will preside at Tuesday's public hearing on the parade route question.

Chairman Hurley expressed the desire of the administration to provide the best possible route where the greatest number of people may witness the 10-hour parade of 70,000 American Legionnaires, as well as the Tercentenary, American Federation of Labor, Knights of Columbus and other national convention parades here this year.

CHILDREN BATHED AT CITY HALL

Child Welfare Division
Cleans and Dresses
Little Ones

A good bath, a good medical examination and bright, clean clothes provide the best remedy for mending the broken hearts of little children, according to Deputy Institutions Commissioner Mary A. Cotter, who provides all these things for 982 boys and girls under her protection in the child welfare division on the eighth floor of City Hall Annex.

YOUNGSTERS MADE JOYFUL

In a sunlit corner of the busy building she has installed a small bathroom with a child's bathtub as well as a wardrobe, in which unfortunate little children are transformed into joyful youngsters. The work is carried on without boasting and as a result, few of the thousands of people who pass through the building daily are aware of the fact that there is a bathtub in City Hall.

Neither is it generally known that there is a well-stocked room adjoining from which are drawn shoes, dresses, suits and other clothing for the little children so that they may go out in style to the new homes which the child welfare division provides.

All the clothing is obtained at wholesale prices through Superintendent of Supplies Philip A. Chapman as municipal purchasing agent. Before the children are placed in new homes they are given physical examinations so that they may receive whatever medical attention they require.

As soon as the children grow up, they first start to pay for their board and room in the homes where they are placed by the welfare division and finally they devote their earnings to their clothes.

AUTOMATIC SYSTEM FOR AUTOS SOON

New Signals Will Be
Installed Within
Two Months

Boston's automatic traffic signal system, the only one of its type in the world, which will control traffic in downtown Washington street, Tremont street, Boylston street, Cambridge street and Summer street, will be in use within from four to eight weeks, it was announced yesterday by Commissioner Joseph A. Conry.

WORK NEARLY FINISHED

The work of installing the system which was supposed to have been completed early last summer is nearly finished, the only work left being to wire the control board in the basement of City Hall Annex from which the lights will be operated.

When the new system is started traffic in Washington street will be able to travel from Broadway to Haymarket square without a stop. The same will be true of south bound traffic in Tremont street. North bound traffic on Tremont street will be forced to make three stops. These will be at Boylston street, Temple place and somewhere on Cambridge street.

For months checkers of the commission have been at work on every corner in the city checking the flow of vehicles from the main and side streets and figuring the percentage of time necessary at each intersection to prevent tie-ups.

Contrary to other automatic systems, each intersection will have its own cycle of light time. For instance at Summer and Washington streets where a great deal of traffic flows out of Temple place while the red light is set against Washington street traffic, this is so.

In order to prevent vehicles being forced to come to a stop on Washington street behind those which came from Temple place the green lights at Summer street will flash on six seconds quicker than at ordinary intersections to allow traffic to get moving before the other cars catch up with them.

The control board at City Hall Annex which is now being wired will handle the entire system. The panel will be 14 feet by 6 feet and will have a triple control. By this method if a short circuit should occur in the machine handling the lights the control of the lights automatically is thrown to the second machine and an alarm bell will start to ring to warn of the trouble.

Automobile drivers or pedestrians on the street would not be aware of the trouble as the second machine would pick up the control immediately.

Only 41 intersections will be cared for by the new system. Cables, however, have been installed in the circuit so that the system can be covered in intersections.

POST 4/13/30



"Well Located Real Estate in Boston a Profitable Investment" — Mayor Curley

Well located real estate in Boston is absolutely safe, as well as a profitable investment. Figures show that there has been a steady increase in real estate values in Boston for the last one hundred years, and the increase for the next hundred years will be much greater.

Some seven years ago an active and progressive group of individuals started the widening and extension of Stuart Street, and the development of the Park Square district; and in this district alone we have ten or twelve new and very attractive office buildings and hotels. These developments naturally brought other activities into the district, resulting in the betterment of the entire section.

Several Sizable Projects Planned

During this same period the financial district of Boston gradually spread out through Postoffice square to Franklin and Federal streets, where are located the Chamber of Commerce, First National Bank, Beacon Trust, Atlantic National Bank building, Tower building, United Shoe Machinery, and many others. When buildings of this character come into a district it is an encouragement for others to come along, and I understand that there are several sizable projects under consideration for this immediate vicinity, including the new Telephone building, the new Boston Post building, and the proposed building for the Western Union Telegraph Company. The new Federal building will bring dignity and character as well as additional value to Postoffice square.

Real Estate Values Constantly Increasing

The splendid development at the North Station, which was started by the late George Hannauer, includes the new railroad station, a large industrial building, Boston Garden, and the new Hotel Manger, which is now nearing completion. These improvements, with the widening of Cambridge street and various other arterties, and the work which is being done by the city and railroads in this section, are enhancing the value of all the surrounding real estate.

So it can be readily appreciated that the values of real estate in Boston proper are constantly increasing and money invested in these properties will bring a substantial return to the investors.

Over in East Boston we have the Airport, which I intend shall be second to none in the country, and I predict that it will be but a short while when large manufacturing and assembling plants will be located in the vicinity of the Airport.

All these added industries will have an effect on the development of the Port of Boston, which will result in necessary and added shipping facilities along the water front.

Advocate of Home Owning

In many of the outlying sections of the city many large home developments have been successful. I am a strong advocate of home owning as it stands for greater family happiness, independence, and better citizenship.

These suburban sections are enjoying the benefits of the increased rapid transit, and will still further benefit by the additional subways, tunnels, etc., plans for which are now being de-

veloped. The street improvement programme, as well as school house programme, when carried out, will mean much for these districts.

In considering the real estate developments of the past few years, both in the city and suburban properties, and the splendid possibilities of the future, I feel that Boston real estate is in a very healthy condition, and from the investment standpoint, absolutely safe.

We have the finest natural seaport on the Atlantic Coast and with our newly appointed Port Control Board I expect tremendous improvements in all shipping, both foreign and coastwise.

The city's Industrial Committee, recently organized, is receiving the fullest support and co-operation of all interests, and every effort will be made to induce new industries to locate here. This committee will also give to the older manufacturing lines every assistance that may be necessary to promote and stimulate the general interests of all.

The Trust Companies, National Banks, and Savings Banks also the Insurance Companies, are in the strongest position at the present time, and are willing to assist in all safe enterprises that will benefit Boston.

We have opportunity and money; we need co-operators and workers. Success will follow.

James Curley
Mayor of Boston.

CURLEY WANTS HEALTH FUND

Appeals for \$5,000,000 to Maintain White Units

Assured that his \$100,000 fund for the promotion of New England commerce and industry would go over the top this week, Mayor Curley yesterday issued an appeal for a \$5,000,000 fund for providing maintenance expenses of the George Robert White health units in the congested districts of the city.

The Mayor hesitated to ask for contributions for his second fund until the first had been guaranteed, but he was informed that the merchants and industrial leaders of the Metropolitan area had already turned \$75,000 in cash into his newly created commercial, industrial and publicity bureau to boost Boston's resources throughout the country, and the remaining \$25,000 had been practically pledged, with the prospect that the \$100,000 goal would be reached in a few more days.

With the agreement of Judge William M. Prest of the Probate Court and John T. Morse, Jr., of Needham, sole surviving trustee, the Mayor used the \$40,000 from the will of the late George O. Hovey of Gloucester to start the \$5,000,000 fund for the maintenance of the health units.

He pointed out yesterday that it would require 108 years for that amount to reach \$5,000,000 through investment and expressed the hope that other benefactors would donate to the fund so that the goal might be reached in a quarter of that time, or perhaps sooner.

With the \$5,000,000 White fund to provide the buildings and the new \$5,000,000 fund to maintain them,

5-DAY WEEK, 7-HOUR DAY WINS CURLEY

Tells Mayors' Club Government Should Forbid Long Toil to Save the People

A plea to industry to give more thought to the people of America, and less to the welfare of those who live in other lands, was made yesterday by Mayor Curley at the monthly luncheon of the Mayors' Club of Massachusetts at the Parker House.

"Because this age is becoming more and more one of machinery," the mayor proposed serious consideration of the five-day week and the seven-hour day.

He also suggested the feasibility of federal prohibition of more than eight hours of work in 24 in industry and more than six days' work a week.

By this means only, he asserted, can the municipalities of America be saved from the ever-growing list of those receiving charitable aid, with its attendant evils both to the cities and to the recipients of such aid.

HE SCORES I. C. C.

In speaking of the development of the port of Boston, he rapped the Interstate Commerce Commission, declaring it had placed a tremendous handicap on Boston, where exports had fallen from \$18,000,000 before the commission existed to \$4,000,000 last year.

Frank S. Davis, manager of the maritime bureau of the Chamber of Commerce, pointed out a score of ways in which the port is now booming, due largely, he said, to the activities of Mayor Curley.

Two of the largest steamers ever to come here are being sent by the Cosulich Line, Davis said, while the Britannic, the largest ever to touch at Boston, is coming this summer, and steamers of the French Line are also to make this their American port.

The Welland Canal, which will result in giving Boston a rate of one cent a hundred less on grain shipments as compared with other ports, coupled with the construction of the proposed \$1,000,000 1,000,000-bushel grain elevator at South Boston, will mean a new day for this port, he said.

WHERE BOSTON LEADS

This will provide "bottom cargoes" for ships out of Boston, and bring ships here to carry the 450,000 tons of exports now sent from this region, largely through New York, Davis pointed out. He called attention to the fact that in one locality—South Boston—this city has:

The greatest drydock in the world; the largest pier on this hemisphere; the most modern fish pier in the world; the

largest wool storage warehouse in the world.

A resolution pledging the support of the club to efforts being made to have a general survey of Boston harbor, included in the rivers and harbors bill, was adopted. A copy will be sent to President Hoover.

MAYOR CHARGES 'BUCK PASSING' IN PILGRIMAGE

Hits War Dept. for Failure of Gold Star Ship to Call Here

Believing that the War Department is "passing the buck" in blaming the United States Lines for the decision not to call at this port for Gold Star mothers who are to make the pilgrimage to the graves of their sons in France, Mayor Curley announced yesterday he would send a wire to Washington on Monday "that will stir them up."

The mayor was informed by the War Department that the decision not to take the Gold Star mothers from Boston was due to an objection by officials of the steamship company.

HOLD TO PROMISE

As these officials had previously promised the mayor they would send a ship here if government officials agreed, he wired asking if they had gone back on this promise.

Joseph E. Sheedy, executive vice-president of the United States Lines, sent this reply yesterday:

"Your telegram received on the eve of my departure for Europe. Our position is in no way changed. Will write you fully."

ADOPTS RESOLUTION

The executive committee of the State department of the American Legion yesterday adopted a resolution urging ship allotted to New England Gold Star mothers.

The resolution reads:

"Resolved, that the executive committee of the department of Massachusetts respectfully request and urge that arrangements be made forthwith for the sailing directly from Boston of the Gold Star mothers of New England enroute to visit the graves of their sons, overseas, unless otherwise requested by the Gold Star mothers of New England themselves."

Curley Aims to Make Hub "Strikeless"

A CONFERENCE, the objective of which is "a strikeless Boston," will be held at City Hall, Thursday, at noon.

Mayor Curley made this announcement yesterday following a conference with representatives of the Building Trades Employers' Association. The latter has had two conferences with the Building Trades Council and expects to reach an agreement Tuesday.

PLANS TO SLICE BOSTON COMMON

Plans to take two good-sized slices from Public Garden and Boston Common as a partial solution of the traffic problem have been placed before Joseph A. Conry, chairman of the traffic commission.

One calls for a four-foot setback of the Public Garden fence on Arlington st. and conversion of the sidewalk there into parking space for 130 automobiles. A Back Bay man of political and social prominence submitted that idea.

The other would move back the Common fence along Park st. a distance of eight feet, giving a widened thoroughfare to Beacon Hill.

Mr. Conry has not yet given sufficient study to either plan to decide whether to place it before the commission.

HUB'S PUBLICITY FUND AT \$75,000

Mayor Curley expressed confidence yesterday that the proposed \$100,000 for maintenance of a commercial, industrial and publicity bureau to boom Boston, would soon be realized, contributions to date having reached \$75,000.

Many of the contributions, the Mayor said, are coming from points outside the city proper, indicating a noteworthy "Greater Boston" spirit.

Post contd
you wait for me?"

Post 4/13/30

What Curley Did

The Mayor arrived. He told Mr. Phelan that he had not slept all night puzzling over the problem presented by the leaving of a half-dozen million dollars to the city by George Robert White. "Hospitals and museums will always be taken care of," he told Mr. Phelan. "Can't we put this great fund to work for people before they get into the hospitals?"

He then outlined his plan for the establishment of health units in the congested area. Mr. Phelan became as enthusiastic as Mayor Curley was. The rest is history.

During the lifetime of these two people, George Robert White and his sister Harriet, there had been many private benefactions. In the latter years of both people they spent much of their time applying this wealth to the aid of others. You won't learn much of this, however.

They tell a humorous story about the late Henry Hurlburt, pugnacious prosecutor in the scandals that tainted the district attorney's offices hereabouts a few years ago. He was president of the Boston Bar Association when the White Fund was established. As such, he was a trustee of the fund.

Now, Henry Hurlburt was no admirer of the "Curleyism" of the enemy, whatever that was. The job that Mr. Phelan saw ahead of him when he took Mayor Curley's appointment as administrator of the fund was to win over Mr. Hurlburt to the Mayor's plan for its use.

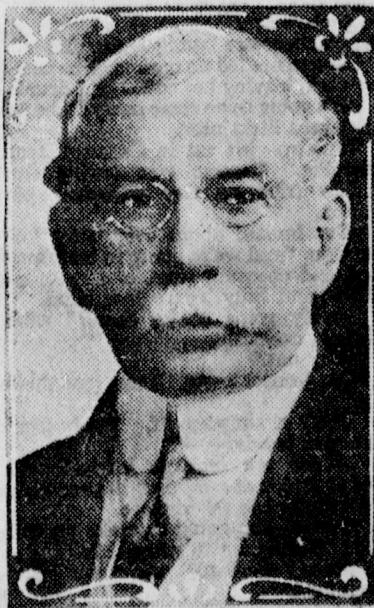
To do this he took Mr. Hurlburt, who went somewhat reluctantly, down into the North End and showed him

the work the Mayor had already done in providing the children of that thickly settled district with playgrounds in which to breathe fresh air and be taught the principles of patriotism to the land of their parents' adoption.

That one view was enough. Mr. Hurlburt returned to the Mayor's office with Mr. Phelan, grasped Mr. Curley's hand and said: "I'm with you in anything you want to do with the White Fund. I know you will use it to the best advantage."

The father of the Whites was Captain John H. P. White who died of fever in New Orleans during the Civil war. George White came to Boston in his teens, got a job with the Potter Company and in due time became two-thirds owner of the business. Many of his millions were amassed through his uncanny ability to judge the value of real estate. Some of the choicest parcels on Tremont and Boylston were acquired by him when they were worth a fraction of their present value.

So here were two people with a mutual love of their fellow men who came to Boston, acquired millions from the city and, upon their deaths, have given back the millions they made here.



George Robert White, whose benefactions have brought health to the congested sections of the city where he made his millions.

POST 4/13/30

Brother and Sister Give Back to Boston Score of Millions Made Here

George Robert White and Mrs. Harriet White Bradbury, Born Poor, Never Lost the Common Touch—Latest Bequest More Than \$12,000,000

BY CHARLES P. HAVEN

Nor did they lose the common touch. But the Whites, George Robert and Harriet, were extraordinary people. Born in South Acton of poor parents, they amassed millions. But they never forgot the needs and handicaps they knew in their childhood.

The other day Harriet White (Mrs. Frederick T. Bradbury) left in her will a round dozen millions of dollars to the Massachusetts General Hospital and to the Museum of Fine Arts. Each will get as residuary legatee of Harriet White's estate about \$6,000,000.

This makes the Whites perhaps the greatest benefactors Boston has ever known. The George Robert White fund, which, under the direction of George E. Phelan, has been functioning for nearly eight years now, consists of nearly \$7,000,000. The income from that fund is being used for the building of health units in the congested parts of the city. This use of the fund, Mr. Phelan will tell you, is one of the phases of "Curleyism," a term once used by Mayor Curley's enemies and now proudly used by his friends to confuse the coiners of the phrase.

Made Money Here

George Robert White and his sister made all their money in Boston and have given it all back to the city. They were the last of their family, the brother never having married and the sister dying a childless widow.

In the unusual story of the lives of these two people, not the least unusual part of it was their extraordinary love for each other. Left, with another sister, orphans at an early age, they developed a brotherly-sisterly affection that was the admiration of all who knew them.

As long as George Robert White lived, he lived with his sister, who mothered him from boyhood, although he was a few years her senior. Even when Harriet White married there was no cessation of the companionship between him and his sister. The other sister, who was Mrs. Edward Sullivan, her husband having been a prominent Boston attorney, left home upon her marriage.

A Close Triumvirate

When Harriet White married Frederick T. Bradbury, the three established their home in Commonwealth avenue. Before that the brother and sister had lived in various places in the South End and the Back Bay. George Robert White amassed the millions that he and his sister have now turned over to Boston in

stitutions. When he died he left her his two-thirds interest in the Potter Drug & Chemical Company, makers of Cuticura soap and allied products.

Harriet White was wise enough, after the death of her brother, to leave the control of the business in the hands of the man whom her brother had trained to take his place when he passed on, Charles L. Hamilton, president of the company. The company grew by leaps and bounds and the interest Harriet White was left by her brother multiplied several fold.

Mr. Hamilton, in a reminiscent mood the other day, told me something of the personal side of these people whom he knew so well. He said that the affection between the sister and brother was one of the most beautiful things he had encountered in his lifetime. He told me how, away back in the horse era, Harriet White would drive to the office of the Potter Company every afternoon and take her brother home for dinner. In his later years, she would call early in the afternoon and he would leave off his duties at her request and take the rest of the day off.

The Old Algonquin Group

George Robert White, Mr. Hamilton told me, was one of the old Algonquin Club group, his principal chums being General Charles H. Taylor and Charles H. Cole, Sr., father of General Charles H. Cole. In the nineties and the early years of the new century, these were accustomed of an evening to foregather at the club and practice the conversational

art, which had not then been crowded out of life by the speed of the automobile era.

One night at the Algonquin Club, when Charlie Hamilton was a guest of his chief, some of the members present engaged in a competitive game of out-cheering their Harvard brethren over the virtues of their particular class. After the Harvard contingent had usurped enough of the honors, General Taylor turned to George White and said:

"George, let's give these fellows our college yell. 'Evening High School, Evening High School, Rah! Rah! Rah!'" George White and Charlie Hamilton joined the General in his college yell and drowned out the Harvard group entirely.

Another anecdote of George White and General Taylor which Mr. Hamilton recounts shows the humorous view these men of an earlier and more leisurely age took of the pretensions of their fellows, including themselves. The first time Mr. Hamilton was brought to the Algonquin by Mr. White he sat with his friend and General Taylor at a dinner. Mr. Hamilton said that that was the first time he had met General Taylor, and he fell under the charm of that companionable personality.

Gales of Laughter

When the time for general introductions came, Mr. White rose to introduce his guest. He was quickly set back in his chair by General Taylor, who addressed the gathering as follows: "Gentlemen, this is Charlie Hamilton, vice-president of the George R. White interests—the man who makes his money for him." This brought gales of laughter, entered into as enthusiastically by Mr. White as anyone at the dinner.

Since the death of her brother in 1922 the work of the George Robert White Fund has gone on under the policy outlined by Mayor Curley, with the assent of the board of trustees. George Phelan will tell you that this policy of devoting the income of the fund to the building of health units is the result of a sleepless night on the part of Mayor Curley.

The news that the fund would be available was published in the afternoon papers one day in Mayor Curley's first administration. The next morning George Phelan got a telephone call at his home from the Mayor. "Have you had breakfast?" was the Mayor's query. And "Yes" was the answer.

"All right; I'm going to stop at your house on my way in town."

GLOBE 4/13/30

MAYOR SAYS CITY PLANS TO AID FARMERS OF N. E.

Purchase of Their Eggs For Municipal Institutions Part of His Program of Cooperation

The city of Boston hereafter will buy only New England henry eggs for its hospitals and institutions. Mayor Curley has assured local poultry interests. This step is part of a program planned by the Mayor of cooperation with New England farm interests, whose purchasing power, the Mayor points out, is of tremendous importance to the cities.

"The cit yof Boston is anxious to help the New England poultry raisers," the Mayor declared in a letter to Leavitt C. Parsons, op:ublisher of the New England Poultryman and State chairman of National Egg Week activities.

"We have already acted and your readers may be interested to learn that henceforth the City Supply Department, in purchasing for the various hospitals and municipal institutions will buy only New England henry eggs. I hope this recognition will help hasten the formation of some cooperative selling organizations which New England so much needs."

"I feel leadership is an important issue with our unorganized poultry industry," the Mayor writes. "I shall be glad to cooperate with your committee in encouraging our people to eat up, during National Egg Week, the threatened egg surplus."

The Mayor describes the tour which New England poultrymen are planning to the World's Poultry Congress in London, this July, "one of the finest steps I can think of toward building our New England spirit, and I congratulate Prof William C. Monahan of the Massachusetts Agricultural College on his vision and energy in undertaking it. I told Dr Arthur W. Gilbert, commissioner of agriculture, that I heartily indorse this tour and would plan to adopt it as a nucleus of our pilgrimage from new Boston to Old Boston in connection with the city's tercentenary celebration this July."

The Mayor's letter also reveals that he has been carrying on discussions with Commissioner Gilbert on broader farm questions.

"I recently took occasion to discuss the entire question of farm relief with Dr Gilbert, in order to discover what steps the city could best take to help our New England producers and thus draw closer the bonds that bring together the cities and the country of New England into a single economic unit," the Mayor writes.

"They clearly are independent groups and Boston, as the greatest consuming and trading center, has the greatest responsibility in undertaking this important work, which I propose to follow out."

"The start has already been made and the press recently announced the steps taken by the City Council and the Boston Health Department to insure our city a supply of pure fresh milk and at the same time protect the

\$100,000,000 annual income of the New England dairy industry, which represents a purchasing power of tremendous local importance."

TRAVELER 4/12/30

RIGHT DOWN THE CENTER!



Here we have Mayor James M. Curley as he drove the first ball down the middle of the first fairway at his official opening of the Franklin park links. The finish is a trifle cramped, but the mayor gets results

Post 4/14/30

NO SLICING OF COMMON TO PARKERS

If Needed for Traffic
O. K., Say Beacon
Hill Folk

COMMISSIONER LONG OPPOSED TO PLAN

Park Commissioner William P. Long, whose department has charge of both the Common and Public Garden, last night stated that he was not in favor of the plan, and that if it came before him he would turn it down.

"The matter has come up a number of times in the past and I have always turned it down," said Commissioner Long. "I will do the same with this one. The only man who can make me accept the plan is Mayor Curley, and he is too fond of both the Common and Public Garden to do that."

Any reasonable portion of Boston Common or the Public Garden, if necessary, for actual movement of traffic, but not one inch for parking, was the defy hurled yesterday by residents of Beacon Hill to the proposal under consideration by Traffic Commissioner Joseph A. Conry to take the sidewalk and four feet of the Public Garden on Arlington street and eight feet of the Common on Park street.

NOT BACKING PLAN

Commissioner Conry stated last night that he is in no way backing the plan, which has been presented for his consideration by a prominent citizen of the Back Bay. When he has looked into the feasibility of the proposition he states, he will send back the plan to its sponsor and inform him that the commission will consider the plan if it has the endorsement of the Senator, Representatives and city councillor of that district.

The Rev. E. A. Horton, for many years chaplain of the State Senate, and president of the Boston Common Society, stated that the society would not oppose the plan, provided the mature judgment of the traffic commission was

that the space was needed for actual movement of traffic. Any move to take the land to provide additional parking space will be fought vigorously, he stated.

"We believe in preserving the integrity of the Common," said Dr. Horton, "but we are not so hidebound that we are not willing to give up the eight-foot embankment on Park street if it is needed for traffic.

Oppose It for Parking

"We do not intend, however, that the land shall be taken for parking. The trouble in the past in Park street has been the illegal parking of automobiles against the fence of the Common. Police stopped this several weeks ago and there has been no congestion since. The trouble is in Beacon street and not in Park street. If, however, the plan is to take that space for parking purposes we will oppose it vigorously. On the Public Garden we are not interested, except as public citizens. The public may rest assured that if any such attempt is made our opposition will be, hot and heavy."

Miss Marion C. Nichols, secretary of the Beacon Hill Association, said, "Our organization will be strongly opposed to the proposition. It is nothing more than giving in to the suburbanites who come to Boston and park all day. They don't pay a dollar of taxes here and leave their cars in the street all day to avoid a 25-cent parking charge. If the space is essential for traffic movement then our organization would, of course, be willing to say yes."

Vigorous opposition to the plan by the Copley Society was predicted by Secretary Alexander F. Law. "We protest violently against taking part of the Public Garden for this purpose," he said. "This also applies to Boston Common."

One advocate of the proposed plan was found in Dr. A. Z. Conrad, who called it "a pretty sensible move."

HERALD 4/14/30
AMERICA

A GREAT FLOWER SHOW

What will the Mayor's proposed free flower show at Franklin Park amount to as a Tercentenary feature? It may count for a great deal. More than 75,000 motorists went out in the rain at Washington to see the Japanese cherry trees in bloom, and in addition there were ten excursion trains, and extra cars on the regular runs. As the New York World commented: "This whole throng came merely to look at cherry blossoms, flowers that cost nothing save the pay for a few gardeners to keep them pruned; that toil not, neither do they spin; that lie far outside the ordinary booster's thinking and have nothing to commend them save that they are beautiful. Why can't our American towns learn this simple lesson?"

Many towns and cities have learned it. Under the supervision of Chairman Long of the Park Commission and Arthur A. Shurtliff, who is to assist in arranging the Franklin Park flower show, Boston may learn the lesson well in this Tercentenary year. Foreign cities discovered it long ago. The comprehensive exhibit outlined by Mayor Curley would unquestionably please visitors and also awaken the people of Greater Boston to livelier realization of Franklin Park's charms. The Arnold Arboretum, the greatest tree museum in the world, is still to be discovered by many visitors and natives. The Arboretum and the Park might well be made the centre of interest this year for a great many more thousands than looked at the Cherry blossoms in a Washington rain on one day.

RECORD 4/14/30
AMERICA

AIR ENVOY TO INVITE NATION TO HUB FETES

While Paul Revere and William Dawes are making their annual ride next Saturday, an aerial messenger will start from the Boston airport on a good will tour of thousands of miles to 65 leading cities to extend invitations to the Tercentenary celebration and the American Legion national convention here this year.

B. Wentworth Emmons of Brookline and Boston will be in charge of the six-passenger good will monoplane, which will carry two others and an official ambassador yet to be named.

The ambassador will carry letters from Gov. Allen to President Hoover and the governors of various states and letters from Mayor Curley to the mayors of cities to be visited.

At Washington it is expected the Massachusetts' congressional delegation will greet the party who are due back in Boston in a month.

HERALD 4/14/30

BIRD AND SON WINS CURLEY CUP TIE, 4-3

Series with Charlestown Hibernians Stands 7-All

Bird and Son soccer combine defeated Charlestown Hibernians, 4-3, yesterday at Sullivan square in the second game of the home-and-home Curley cup competition. As the Hibbs won the first encounter by the same score, the series is tied at 7-all.

Following two hectic 45-minute periods, the teams battled desperately in two 15-minute overtime periods, but these were scoreless.

Smith, who scored the East Walpole outfit's and last goals, was the star performer. There were two penalty-kicks, Ed Tetlow connecting from the 12-yard dot for Bird and Son and Stark netting similarly for Hibernians.

Bird and Son—Dion, goal; Ed Tetlow and Ernest Tetlow, backs; Sanson, Schofield and Bulloch, halfbacks; Roky, McKenna, H. Sanson, Smith and Mullin, forwards.

Charlestown Hibbs—Ellis, goal; Stark and T. Coffey, Jim Coffey and Castello, halfbacks; McAllister, H. McAllister, Horasburg, Neil and French, forwards.

Score—Bird and Son 4, Charlestown 3.

Goals by Smith (2), McKenna, Stark, Ed

Tetlow, Neil and Horasburg.

Referee—Mills. Linesmen, Connally and

McKeown. Time 2-45 and 2-15 minute peri-

HERALD 4/14/30

PUBLIC GARDEN LAND TAKING HIT

Chairman Long Assails
Plan to Make Space for
Motor Parkers

ARLINGTON STREET RESIDENTS PROTEST

Chairman William P. Long of the park commission last night denounced a plan which has been submitted to Joseph A. Conry, Boston's new traffic commission chairman, to remove the sidewalk and set the fence back four feet on the Arlington street side of the Public Garden. Residents of Arlington street are up in arms against the proposal to convert the present sidewalk into a parking area. Chairman Conry explained that he has not yet favored or condemned the project, but merely has it under consideration.

A second proposal, to remove the embankment on the Park street side of the Common, and to widen the street eight feet, has been resurrected for consideration. President Edward A. Horton, of the Boston Common Society, said that his society would not oppose the widening if it would aid the flow of traffic. He would oppose a plan to convert the south side of Park street into a parking area, however.

SILENT ON SPONSORS

Chairman Conry did not reveal the names of the two prominent Boston citizens who, he said, sponsored the proposals. He would not consider advancing a project which was shown to be damaging to the Public Garden, he said. Park street, under the plan he is studying, would have no parking area on the Common side, he asserted.

Chairman Long declared that the traffic commission has no authority to take Public Garden land for parking. The land is far too valuable for its beauty to be marred in such a manner, he declared. Mr. Long is also a member of the traffic commission, and will oppose the project if it ever comes before that board, he asserted.

Under the plan, there would be a narrow lane between the parking area and the Garden fence, so that motorists could drive out from the parking space through the lane instead of backing out into the Arlington street traffic.

Of the revived Park street proposal, the Rev. Dr. Horton said:

SEES NO BENEFIT

The embankment on the Common is not particularly ornamental or beautiful, and the trees on it are not very old. The substitution of a good wall for the old embankment would not require the removal of the benches along the walk.

I do not see, however, how the widening of Park street could accomplish much to relieve congestion on Beacon street, where the real trouble lies. During my walks from my hotel I have been pleased

to notice how well the no-parking rule on the Common side of Park street is now being enforced.

Traffic proceeds smoothly in two directions on Park street but encounters difficulty on Beacon street. I have been astonished by the number of business men's vehicles on that thoroughfare—many of them automobiles which should have been driven into the city over some other route.

The inability of Beacon and Tremont streets to absorb the Park street traffic is responsible for delays which occur there. Of course, when cars are parked double on the north side of Park street delays will occur, but I do not believe Mr. Conry plans to allow double parking, even if the street should be widened.

The Boston Common Society does not wish to block any necessary improvements or measures which would relieve an emergency. If the commission really thinks the problem can be relieved by removing the embankment, I shall not object, and I do not think the society will object. My observations during my walks, however, cause me to think that Mr. Conry will have to go further to find the real cause of the delays at Park street. The unprecedented flow of cars to and from the business section via Beacon street seems to me to be the real cause of congestion there—not the width of Park street.

WELCOMES COMMENTS

Chairman Conry said he will welcome comments or suggestions for traffic aid, but urged his correspondents who have grievances to inclose recommendations for relief with their complaints.

People who park "double" anywhere on city streets are creating a hazard, blocking traffic, and must be dealt with at once to the full extent of the law, he said. He assailed double parkers as a menace whom he intends to go after at once.

Among the Arlington street residents who were vehement in their protest at the idea of widening that street was Mrs. Clara G. Barrett, who branded it as threatened "desecration" of the beauty of the Public Garden.

Mrs. Henry L. Doyle said that, while people sometimes support measures for the common good which they disapprove of themselves, she thought the Arlington street widening proposal one which would destroy much of the dignity of the street. She could not see the necessity for it, with so many private parking areas in the vicinity, where a motorist can park his machine for a small fee.

ELMS COULD BE KEPT

The Arlington street plan was first submitted to Chairman Conry for consideration by a Back Bay man of political and social prominence. By setting the fence back four feet and removing the sidewalk, space for 130 automobiles parked vertically would be made available. Forty can now be parked along the curb. The best of the 30 elm trees could be preserved by protective curbings. The Channing and White memorials would not be affected.

In formulating plans to aid traffic during the centenary influx, Chairman Conry is preparing a circular letter to be sent to traffic officials in leading cities asking them for copies of their traffic regulations.

He will ask Philadelphia authorities for an opinion as to the feasibility of impounding automobiles parked overtime.

GLOBE 4/14/30

MAYOR INCLINED TO FAVOR ERECTING REVERE STATUE

The centenary atmosphere may result in the erection of a statue that has "been in the making" since 1884.

At that time, under the administration of Mayor O'Brien, designs were prepared for a statue of Paul Revere. Cyrus E. Dallin, noted sculptor, offered the design which was accepted as the best, but since 1884 the design has been awaiting orders. Mayor Curley now inclines to favor having a statue completed from the Cyrus E. Dallin plans.

ASKS \$25,000 IN BREACH OF PROMISE SUIT

Through her attorney, Hyman Addis of School st, Theresa J. Pitts of Boston has entered a suit for \$25,000 in the Suffolk Superior Court against Louis Kandors of Boston to recover for alleged breach of promise to marry. On Feb 15, 1930, plaintiff says, the defendant agreed to marry her on Feb 27, 1930, but did not do so.

TWO CONTRACTS AWARDED FOR PARK AND PLAYGROUND

Mayor Curley has awarded contracts for work at Memorial Park, East Boston, and the John A. Doherty Playground, Dorchester. A. G. Tomasello, lowest bidder, with \$14,400, was awarded the contract for filling and sanding at Memorial Park. The highest bid was \$28,000.

R. A. Bossi Company received the contract for work of the John A. Doherty Playground with the lowest bid, \$30,950.

ADVISORY COMMITTEE ON MUSIC NAMED

Park Department Puts Up
\$11,000, Summer Concerts

Mayor Curley today named the advisory committee on music for the Park Department of the city of Boston, and, in communications to those named, requested that they honor the municipality through acceptance.

The sum of \$11,000 has been appropriated by the Park Department for Summer concerts in parks, starting about July 1 and continuing until about the first week in September. A formal organization meeting of the committee will be held the latter part of this month at the office of the Park Department.

The committee is as follows: Courtney Guild, ex-president Handel and Haydn Society, 26 Mt Vernon st; Mrs Alvan T. Fuller, 150 Beacon st; Henry Parkman Jr, 182 Beacon st; Patrick A. O'Connell, president of E. T. Slattery Company, 154 Tremont st; Mrs William Arms Fisher, Music Week committee, 362 Commonwealth av; Wallace Goodrich, New England Conservatory of Music, 296 Huntington av; George W. Stewart, Boston Festival Orchestra, 50 Boylston st; Thomas H. Finigan, president of Boston Musicians' Union, 46 St Botolph st; John A. O'Shea, director of music for Boston public schools, 15 Beacon st; Thomas J. Cleary, 15 Hill av, Roxbury.

AMERICAN 4/14/30

For Police Commissioner

One Strong Man All That Is Needed

AND now it is proposed that the important Police Department of Boston shall be directed by a Commission of three members—one to be chosen by the Governor, one by the Mayor and the third, if they fail to agree, by the Chief Justice of the Supreme Court.

Why not drag in the Fence Viewer and the Harbor Master and let them have a hand in this selection!

The proposal has merit only to the extent that it recognizes that the condition in Boston is indefensible under Commissioner Wilson and must be changed.

There is no democratic reason whatsoever why the Governor or the Chief Justice of the Supreme Court should have any authority in the choice of a director of Boston's police force.

The suggestion is entirely at variance with the seasoned convictions of eminent students, such as Lord Bryce, for example, who decided after an examination of Massachusetts' governmental structure that the best government is attained in units closest to the source of all authority—the public.

That the Supreme Court would be pulled into a political muddle would be certainly viewed with alarm by those who have respect for the theory of independence of the three branches of government as well as by those who profess to see in the Court a sanctity which should not be dimmed by politics.

The Police Department of Boston should be administered by a single Commissioner. Mr. Wilson is the only one who has confessed that the job is too big for one man. He should make way for a man for whom the job is not too big.

The Boston Evening American is not ready to admit that nowhere in Boston is there a man big enough to take charge of the police department, and run it as it should be done. Such an admission would not only be untrue, but it would be an un-called for reflection on the manpower of Boston.

There are a dozen men in the city capable of reorganizing the police department and maintaining a high standard of honesty and efficiency.

The department should be run by one man, not by a convention.

And the Commissioner should be appointed by the Mayor of Boston. Otherwise, there is not home rule.

TRAVELER 4/14/30

CONTRACTS FOR PARKS AWARDED

Three contracts for park improvements were awarded by Mayor Curley today to the lowest bidders. A. G. Tomasello & Son, Inc., won the award for filling and grading the War Memorial park in East Boston for \$14,400, which was one-half of the highest of eight bids. The same concern also submitted the lowest bid of \$1620 for furnishing and setting edgestones in the Fens.

For the erection of a brick locker building in John A. Doherty playground, Dorchester, the bid of \$30,950 of R. A. Bossi Company won the award. The bids covered a range to \$43,960.

AMERICAN 4/14/30

CITY WILL BUY BIG GARAGE

Boston is in the market for a garage. Mayor Curley today instructed Public Works Commissioner Joseph A. Rourke to advertise in the daily newspapers for a garage where the 200 automobiles and trucks of the city can be housed under one roof.

At present the city pays rent to 60 garages. Ownership of a garage by the city would take care of many cars now parked around City Hall, the mayor believes, besides housing the trucks.

The city garage in Albany st. can house only half the city cars, he explained. Under the previous administration 24 cars of the water department were placed in privately owned buildings but this administration has sent them back to the city's garage.

MAYOR NAMES 10 TO PICK MUSIC

Mrs. Alvan T. Fuller and nine others were designated by Mayor Curley as members of an advisory committee on music to select programs for the park department band concerts this summer.

These concerts, extended from early in July to the first week in September, will cost the city \$11,000. Special attention is being given them because of the many visitors the Tercentenary celebration will bring here.

Others asked to serve are Courtenay Gill, former president of the Handel and Hadyn Society; Henry Parkman, Jr., Patrick A. O'Connell, president of E. T. Slattery Company; Mrs. William Arms Fisher, Wallace Goodrich of the New England Conservatory of Music; George W. Stewart of the Boston Festival Orchestra; Thomas H. Finigan, president of the Boston Musicians' Union; John A. O'Shea, director of music in the public schools, and Thomas J. Clexton of Elm Hill ave., Roxbury.

GLOBE 4/14/30

GOV ALLEN AND MAYOR CURLEY TO BE ON HAND

For the home opener at Fenway Park tomorrow, the usual ceremonies will be in order, with Gov Frank G. Allen, Mayor James M. Curley and other dignitaries as invited guests. Gov Allen probably will test the accuracy of his good right arm with the opening peg to the catcher, and the two ball clubs will march to the flagpole for the hoisting of Old Glory to the top of the staff.

Then will come the minute of suspense, the expectant hush, the digging in of spikes into the turf, and the long-awaited call, "Play ball!"

AMERICAN 4/14/30

Conry on the Job

Believes Motorists Are Well-Meaning

HON. JOSEPH A. CONRY has begun his task as Traffic Commissioner of the City of Boston with an understandable and intelligent discussion of the problem which could have been expected from him.

He estimates that ninety-five per cent of the motorists are sincere, well-meaning persons, who would not willingly jeopardize life and are eager to comply with sensible rules and regulations.

The other five per cent, who expose life and property to danger, are the willful ones who will have to be handled with summary firmness.

Mr. Conry's job is no mean one in a metropolis of narrow streets into which the traffic of New England pours in a constant stream.

Mr. Conry is an example of the spirit of home rule for which Mayor Curley and the people of Boston have been striving. He is the first city official of prominence to be selected by the Mayor without resort to the approving hand of a State Commission which is not responsible to the people of Boston and whose interest in and knowledge of Boston is only cursory.

His long record in the public service and his character contain ample indication that he will meet the test.

AMERICAN 4/14/30

CITY SEEKS TO BUY 200-AUTO GARAGE

Beneficial in Many Ways,
Mayor Curley Thinks

Public Works Commissioner Joseph A. Rourke has been instructed by Mayor Curley to advertise in the daily newspapers for a suitable garage capable of caring for 200 trucks and automobiles belonging to the city of Boston. At present, rent is being paid for them in 60 different garages.

It is the Mayor's idea that if a suitable location at a suitable price can be secured it would be beneficial in many ways for the city to own and operate its own garage, thereby having the automotive equipment under one roof; and cars now standing around City Hall all day, and used but a couple of times a day, could be kept off the streets.

According to the Mayor, this is a good time, from a financial standpoint, to purchase a good garage. At present the city garage on Albany st is not capable of accommodating half of the city equipment. At the Water Department garage 24 cars were usually kept, but during the last administration the 24 were ordered out to garages for paid storage. The cars, under the Curley administration, have been sent back to the Water Department garage.

AMERICAN 4/14/30

REVERE STATUE FOR COBLEY SQ.

A movement for a statue of Paul Revere in Copley sq. was started again today by Cyrus E. Dallin, the noted sculptor, who called on Mayor Curley to urge erection of a statue accepted by the city originally under Mayor Hugh O'Brien 46 years ago.

Mayor Curley said he believed there were plenty of reasons why the city should erect such a statue and he promised to look into the matter. He is of the opinion that another site, perhaps North sq., might be appropriate.

Charlestown residents for years have favored a statue of the famous patriot for City sq., where he started his historic ride.

Dallin designed the statue which the city accepted in 1884. There was a national competition and Daniel C. French, who was a competitor, endorsed Dallin's as the best, and still does, as proved by a letter which Dallin showed the mayor today.

The most famous of Dallin's works is the "Appeal to the Great Spirit," as depicted by an Indian on horseback, which stands in front of the Art Museum on Huntington ave.

AMERICAN 4/14/30

CURLEY PLEA TO CAPITOL TODAY

Will Telegraph Request to War
Dept. for Boston to Be
Embarkation Point

Backed by the American Legion and the Veterans of Foreign Wars, the use of Boston as the embarkation point for New England gold star mothers, as urged by the Boston Evening American, continues to meet with ever-increasing popular approval.

The executive committee of the state department of the Legion unanimously adopted a resolution calling for a direct sailing from Boston of New England women to visit the graves of their sons overseas.

Prominent citizens joined in the denunciation of the forces said to be responsible for failure to have the sailing made from this city.

LEGION'S RESOLUTION

Mayor Curley is expected to telegraph the War Department today in regard to the matter.

The Legion resolution read:

"Resolved, That the executive committee of the Department of Massachusetts, the American Legion, respectfully request and urge that arrangements be made forthwith for the sailing directly from Boston of the Gold Star Mothers of New England to visit the graves of their sons overseas, unless otherwise requested by the Gold Star Mothers of New England themselves."

Opinions favoring Boston as an embarkation port were voiced today by Mrs. Bessie Hanken, national president of the Ladies' Auxiliary, Veterans of Foreign Wars; Mayor Andrew A. Cassassa of Revere and Mayor J. Fred Manning of Lynn.

MAYORS BACK PLAN

"In my opinion, Boston is the only port from which Gold Star Mothers of New England should embark for their pilgrimage to France," said Mrs. Hanken.

"It may cause a little more trouble to make these arrangements," she continued, "but our Gold Star Mothers surely deserve every accommodation that can be given them. I have done much work for the cause of these mothers, and I certainly will do everything in my power to help them in this instance."

Mayor Cassassa of Revere insisted that Boston was the proper port of embarkation. He said:

"The Gold Star Mothers of New England should certainly sail from Boston."

Mayor Manning of Lynn said:

"I am very much in favor of having arrangements made for the transportation of the New England Gold Star Mothers from Boston on their pilgrimage."

TRANSCRIPT 4/14/30

Where the Parades Belong

Mayor Curley rules at City Hall, and everyone knows it. That is one reason the more why the familiar old building in School street is by no means an indispensable scenic backdrop to set off his prestige and official authority. When it comes to reviewing parades, his honor says, he certainly does not insist on overlooking them from the hall. He will review them from a stand located at whatever point will best serve the public convenience. The mayor's decision seems to us surely commendable. In a year which will be marked by an unusual number of important parades, as the Tercentenary season advances, Mr. Curley has removed the chief ceremonial obstacle which otherwise might have blocked the choice of a rational route for the processions of 1930.

Naturally one feels a certain reluctance to admit the point, but when facing the matter straightforwardly, who can fail to acknowledge that the layout of Boston's downtown streets is thoroughly unsuited to use by long parades? The moment a procession enters the narrow downtown ways, it is certain to work a maximum of havoc to the normal movement of traffic. Everything except the procession must come to a standstill in the whole area, because it passes the ingenuity of any man to devise alternative routings for ordinary traffic along the criss-cross of streets between Tremont and Washington which would satisfactorily meet the emergency. Meanwhile, the paraders themselves, huddled into close formation and forced to make many short-radius turns, gain only a minimum part of the fine effect of display which they are capable of making when marching down broad thoroughfares and wheeling on wide curves.

The street commissioners hold a hearing tomorrow to consider routes which will give ample opportunity to the public to see the Tercentenary and American Legion parades without throwing either the parades themselves or the whole downtown district out of gear, and with Mayor Curley's leadership to guide them, the street board should have little trouble in reaching a sane decision.

Curley Names His Music Committee

A committee to plan the annual band concert program given by the city was today named by Mayor Curley as follows:

Courtenay Guill, former president, Handel & Haydn Society; Mrs. Alvan T. Fuller, Senator Henry Parkman, Jr., Patrick A. O'Connell, president of E. T. Slattery Co., Mrs. William Arms Fisher, Wallace Goodrich, George W. Stewart, Thomas H. Flinigan, president of Boston Musicians' Union; John A. O'Shea, director of music for Boston public schools; Thomas J. Clextion.

TRAVELLER 4/14/30

200-CAR GARAGE SOUGHT BY CITY

Saving of Time and Money Expected by Mayor in Move

The city is the market for a 200-car garage, in which Mayor Curley not only plans to store municipally owned trucks and pleasure cars which are now kept in private garages, but to inaugurate what might be called a municipal department taxi service which will make possible a substantial reduction in the number of cars available to department heads and other officials.

Public Works Commissioner Rourke was instructed today to advertise for a garage, and the mayor is confident that enough buildings will be offered the city at attractive prices so that it will be unnecessary to erect a new structure.

The public works department is paying rent for the storage of trucks in 20 privately owned garages and for the keeping of more than 100 other motor vehicles in more than 40 garages.

The Albany street garage is not of sufficient size to house one-half of the vehicles which should be kept there.

"I am seriously considering," Mayor Curley said, "a call system by which automobiles can be summoned from a municipal garage whenever department heads or other officials have need of motor vehicles. Under existing conditions cars assigned to departments are not used more than twice a day. The rest of the time they stand idle in the streets. It seems to me that we can no only save considerable money but we can materially cut down the number of cars which are now maintained."

The mayor admitted that he is encountering vigorous objection from officials who now have cars assigned to them stored in private garages and who have been ordered to house them in the water department garage on Albany street. During the Nichols administration 24 cars which were kept in this garage were transferred to private garages.

TRANSCRIPT 4/14/30

Protest Common and Public Garden Plan

The latest proposal for the use of certain land on the Public Garden and the Common for parking or traffic movement has met with characteristic disfavor. Traffic Commissioner Joseph A. Conry announces that it is not his idea to invade these popular precincts, but that of a citizen who would remove the sidewalk and set the fence back four feet on Arlington street and remove the embankment on the Park street side of the Common and thus widen Park street eight feet.

Park Commissioner William P. Long, who has charge of both the Common and the Public Gardner, is distinctly against any such proposal and says he would not consider it except on direction from the mayor. Arlington street residents are strongly opposed to any taking of the Public Garden, but Rev. E. A. Horton, president of the Boston Common Society, states that the society would not oppose the Park street plan if the space is needed for the actual movement of traffic. "We do not intend that the land shall be taken for parking," he adds.

Both propositions have been advanced several times before, particularly that for the removal of the Park street embankment.

POST 4/14/30

WILL INVITE MAYOR WALKER TO BOSTON

For the purpose of inviting Mayor James J. Walker of New York city to come here as the chief orator at the "night before" banquet to be held at the Charlestown Armory in connection with the Bunker Hill anniversary celebration, City Councillor Thomas H. Green of Charlestown, left here last night for New York.

The former president of the City Council is planning to make the Charlestown celebration this year the best on record, as Mayor Curley has ordered that special features be provided to mark the event in connection with the tercentenary celebration.

WOULD GIVE "GOLD STAR MOTHERS" CASH

That \$850 in cash be presented to the "gold star" mothers who will be unable to accept the government's offer to visit the graves of their hero sons in France, was urged yesterday by the Boston City Council in adopting a resolution, memorializing Congress to enact the necessary legislation.

The resolution was presented by City Councillor Clement A. Norton of Hyde Park, who protested that many mothers with children to care for should not be penalized for their inability to take the transatlantic trip. He insisted that it was only "the right thing" for the government to give the cost of the trip in cash to those mothers who will not be able to go.

REVIVE COBLEY SQ. PLAN FOR STATUE

The advisability of erecting a statue to Paul Revere in Copley square, which will revive a project originally considered during the administration of Mayor Hugh O'Brien in 1884, will be given serious thought by Mayor Curley.

Cyrus E. Dallin has been waiting 46 years to have some action taken toward erecting the statue for which he submitted a design which was judged the most acceptable of a large number.

There has been agitation, which has failed of accomplishment, to have the Revere statue located in City square, Charlestown, but Dallin believes that Copley square is the most advantageous site.

Post 4/16/30

MARATHON DANCE SOON TO STIR HUB

It's All Settled, With
Official Sanction—
On April 21

The early spring silly season, which is apparently just one of those things that can't be helped any more, will be nationally inaugurated in this city next Monday, when some 30 or more couples of youthful dancers begin to hop all over the Boston Arena, beginning the first non-stop Dance Derby that the Hub has ever seen.

OFFICIALLY APPROVED

This highly hilarious fact came to light yesterday, with simultaneous revelations that Madison Square Garden had offered to transplant the so-called "goofy gallop," and that the Hub municipal authorities had for the first time bestowed the necessary official approval.

Which means, in brief, that a lot of young men and women not otherwise occupied at the time will begin dancing on Easter Monday afternoon, at 2 o'clock, and won't stop, day or night, till midnight of the following Saturday they hope.

Will Select "Mr. America 1930"

And—hold your breath—that's not all. The whole affair, mark you, is for the "World's Endurance Dancing Championship," no less! Madison Square Garden, where the strange practice originated two or three years ago, under the guidance of Professor Milton D. Crandall, has relinquished its rights for the year to the Hub.

Because, stated an official spokesman, no later than yesterday, mark you, "after 300 years without a non-stop dance derby, Boston is certainly entitled to see the greatest endurance contest of them all, with all the fixings, the cash prizes and the real national stars at the sport." Mark you!

A year ago Professor Crandall was unable to get the necessary permit to enable him to start a minor six-day dance marathon. But the fact that City Censor John M. Casey has persistently approved the strange exhaustion test apparently turned the tide this centenary year.

So it's going to happen. They're going to dance from Monday till Saturday—morning, noon and night. The public will only be admitted from 2 p. m. till 2 a. m. daily, but the dancers will rest no while, except 15 minutes every hour.

Incidentally, the dance marathon is to happen in the midst of other events. One of these is to be a beauty contest limited to fair-haired ladies and none other, to select the prettiest blonde in New England.

Also, mark you, there is to be a contest for male bathing beauties, to select "Mr. America, 1930."

LIPTON'S YACHT IN RIVER BASIN

Display by 150 Planes at
Airport, May 24

Accepting the invitation to participate in the centenary celebration here this year Sir Thomas Lipton offered to sail his challenging yacht into the Charles River basin for an exhibition, and in addition he promised to donate prize trophies for a yachting regatta and a proposed fisherman's race from Gloucester to Boston.

The acceptance of the noted Irish yachtsman to assist the Boston committee in the 300th anniversary birthday party was revealed in a letter to his old friend, former Mayor John F. Fitzgerald, who is directing the centenary celebration on appointment by Mayor Curley.

Chairman Fitzgerald also announced last night that arrangements had been completed for an aerial display here on May 24, which has been tentatively selected for a demonstration at the airport. He declared that aviation officials at Washington had agreed to send 150 airplanes here, including the crack pursuit squadron from Selfridge Field, Detroit.

At a meeting of the committee last night it was decided to appoint a special committee of officials representing the electric and gas lighting companies to provide a lighting display on the Charles River throughout the celebration from June 14 until the American Legion convention.

CUT RENTS FOR MARKET MEN

City Reduces Rates 35 Per
Cent in Central Markets

Rental reductions of 35 per cent will be granted to the 82 market men who lease stalls at the Faneuil Hall and Quincy Markets, under an order adopted yesterday by the City Council, on recommendation of Councillor Joseph McGrath of Dorchester.

Finance Commission experts urged a reduction of 50 per cent for the next 10 years, but the Council voted a reduction of 35 per cent for the next five

SEEK BETTER CONSTABLES

Council to Act to Weed
Out Undesirables

Seeking to weed out the undesirables now operating as constables here, the City Council yesterday authorized its special investigation committee, headed by Chairman Robert Gardiner Wilson, Jr., to put all applicants through a virtual "third degree" before confirming their reappointments on May 1.

Chairman Wilson protested that the excessive number of constables and the character of many had been criticised by the court justices and he insisted that only the best in the group should be permitted to continue their work this year.

Unqualified constables, he said, had misappropriated the authority of lawyers, judges and legislators, imagining that they were supreme in their oppression of unfortunates and often of innocent people.

Before being confirmed this year, applicants for constables' ratings must submit sworn statements as to their character and qualifications. They will be required to answer in writing 26 questions, seeking to determine whether they are citizens, taxpayers, residents of the city, and principally whether they have been defendants in court on either criminal or civil proceedings during the past five years. Constables working for instalment credit houses, for the purpose of repossessing merchandise or forcing the payment of bills, will not be recommissioned, provided the Council carries out its edict.

HAVE HUB KEEP POWER PLANT

Union Men to Urge Reten-
tion by Curley

Following a discussion of the city's announced plan of abandoning the power plant at City Hall and contracting with a power concern in the future, the executive board of the Boston Central Labor Union, in a joint meeting with the board of control of the Trade Union College at Wells Memorial building last night, voted to appoint a subcommittee to take the matter up with Mayor Curley. The committee was instructed to inform the Mayor that it was the desire of the trade unions of the city that Boston retain its own plant at City Hall.

The committee appointed to carry out this matter is composed of Harry Russell, Steam and Operating Engineers; Edward McCarthy, Firemen's Local; George E. Capelle, Electricians' Union 103; C. B. Canfield, Machinists' Union; Frank Fenton, Coal Teamsters' Union; Edward McEachern, Linemen 104, and Harry P. Grates, business representa-
tive of the C. L. U.

Post 4/18/30

KILLS BILL FOR LOCAL PRIMARIES

House Against Prelim
Tests in Mayoral
Contests

On a roll-call vote of 80 to 113, the bill providing for primary elections for mayor and city councillor candidates in Boston was yesterday afternoon rejected in the Massachusetts House of Representatives, after having been previously turned down on a rising vote of 55 to 82.

TO ASK RECONSIDERATION

Following the vote Representative James J. Twohig of South Boston gave notice that he would ask reconsideration today on action taken yesterday.

Representative Martin Hays of Brighton was the first of a long list of speakers who debated on the subject. He called on the members of his party (Republican) to kill the bill. The measure was characterized as an "extraordinary" one by Representative Eliot Wadsworth of the Back Bay, who said the measure really leaves it to the Democratic party to say who shall be Mayor.

Disagreeing that a Republican Mayor could not be elected Mayor under this bill, Representative Twohig, Democrat, recalled that 29 Massachusetts cities have some form of primary contests and that the procedure is similar in 16 other cities. Representative Johnson of Boston maintained that the purpose of the bill is to prevent a Republican from being elected Mayor or Councillor. He also referred to the increased cost the proposed system would mean.

Birmingham Opposes Motion

Following further debate, when Representative Duffie of Boston moved the previous question, Representative Leo Birmingham of Brighton, House minority party floor leader, opposed the motion. Birmingham, at this point, declared that some of the opponents of the measure "are very friendly with Mr. Innes, the gentleman who four years ago engineered the election of Mr. Nichols."

Representative Hays then remarked he did not blame the Democratic leaders for "trying to put it over," but warned the Republican members against being "hoodwinked" by the Democrats' oratory. Representative Jones of Peabody said he was surprised that Mr. Hays should resort to partisanship to achieve his purpose.

Jones called attention to the fact that the bill was reported by the Republican members of the committee on cities as well as the Democratic members.

HERALD 4/18/30

REJECTS BOSTON PRIMARY MEASURE

House Heeds Partisan Pleas
Of Republicans

Republican members of the House of Representatives, after directing a savage attack on the bill to provide for the nomination by preliminary elections of candidates for mayor and the city council in the city of Boston, yesterday rejected the measure by a roll-call vote of 113 to 80.

Not a single Democrat voted to kill the bill, but 11 Republicans lined with 69 Democrats in favoring the measure. It had been reported favorably by the committee on cities and four of the Republican members favoring the measure were members of the committee.

The progress of the debate produced frank declarations that the opposition was based chiefly on party considerations. Representative Martin Hays of Brighton called on the Republicans to kill the bill for partisan purposes, saying that if it should become law there never again would be a Republican mayor or councilman in the city.

Representatives Richard E. Johnston, Eliot Wadsworth, George P. Anderson and Isidore H. Fox, all Boston members, advocated rejection. They were unanimous in the opinion that its passage would prevent success for a Republican in any future municipal election and that healthy opposition is demanded to keep the Democrats from dominating city politics.

The bill was given enthusiastic support by Representatives Lewis R. Sullivan, James J. Twohig, John P. Connolly, William C. Creed, Joseph Finnegan and Leo M. Birmingham, all Boston Democrats, and John A. Jones of Peabody.

At the conclusion of the debate Twohig announced that at today's session he will ask reconsideration. He said that he would also ask for reconsideration of the votes which defeated the bills providing for party nominations, for the restoration of political designations and for the appointment of members of the finance commission by the mayor.

The bill establishing registration of barbers was passed to be engrossed.

Representative Victor F. Jewitt of Lowell presided over the session in the absence of Speaker Leverett Saltonstall.

TUNNEL OF 3 LANES IS DEMANDED

City Council Insists on
Wide Tube to East
Boston

Demands for a three-lane tunnel in the construction of the proposed \$16,000,000 East Boston traffic tube were made yesterday by the City Council in an order transmitted to the Boston Transit Commission, which is now drawing up the plans.

ORDER BY DONOVAN

The order was introduced by Councilor Timothy F. Donovan of East Boston, who insisted that with \$16,000,000 the tunnel engineers should be able to build a tube 22 feet and 10 inches wide, sufficient for three cars abreast.

Supporting the Donovan order, Councilor Robert Gardiner Wilson, Jr., of Dorchester, warned that it looked as if the officials were going to build a two-lane tunnel, so narrow, that another tube would be required to accommodate the traffic shortly after the first opened.

"All this talk about traffic tunnels in the past year," he charged, "has been caused by the battle between two different cliques of real estate speculators, one trying to sell real estate in Haymarket square, and the other attempting to unload in the market district. If a narrow tunnel is built, it will be for the benefit of the speculators. Two tunnels would satisfy all of them."

Post 4/14/30

MRS. ALVAN T. FULLER SELECTED BY MAYOR

Mrs. Alvan T. Fuller, wife of the former Governor, and other prominent leaders in music circles of this city, were named yesterday by Mayor Curley to serve on the advisory committee,

which will supervise the Tercentenary band concerts which will be given this year at the parks throughout the city.

Finance Commissioner Courtenay Guild, as former president of the Handel and Haydn Society, and State Senator Henry Parkman, Jr., of the Back Bay, prominent in Republican politics, were also called by the Mayor, with Patrick A. O'Connell, Mrs. William Arms Fisher, Wallace Goodrich of the New England Conservatory of Music, George W. Stewart of the Boston Festival Orchestra, President Thomas H. Finigan of the Boston Musicians' Union, Director John A. O'Shea of the schools and Thomas J. Clexton of Roxbury.

City Council Asks Congress To Revise Disability Pay

Bush, Himself War Sufferer, Leads the Attack
On "Shocking Conditions Exposed"
In Papers

The city council memorialized Congress yesterday to "remedy the shocking conditions" which have been exposed by the publication of the disability compensation being paid to officers of the army and navy.

Councilman Herman L. Bush of Roxbury, who lost a leg, an eye and a part of a hand in the war, made a sensational attack upon officers who are drawing compensation of \$281.25 per month for "disability which is not so serious that it is apparent," and at the same time holding federal and state positions to which salaries of from \$4000 to \$8000 are attached, while veterans who are really disabled cannot obtain consideration.

Bush made no claim in his own behalf, but contrasted the injustice which has been exposed with the generosity of the government in paying men who are totally disabled and unable to engage in any occupation a pittance in comparison with "the princely monthly awards which certain officers are drawing while they are on the salary rolls of the federal and state governments."

Bush hit hard at Maj.-Gen. Alfred E. Foote, commissioner of public safety, without actually naming him, and he repeatedly charged that retired officers have capitalized minor disabilities which are in no way apparent. He said:

COUNCILMAN'S POSITION

I have no quarrel with any one who is drawing compensation for actual disability "but I wish to contrast the treatment which certain officers have received with the disability allowances which have been granted to the men who fought and suffered in the trenches in France."

The man who lost a leg above the knee was classified as a 60 per cent. disabled veteran entitled to 60 per cent. of \$30 per month and

if the leg was amputated below the knee he was but 40 per cent. disabled and entitled to 40 per cent. compensation. The Sweet bill, however, made the base pay \$100 per month but to be totally disabled the regulations stipulated injuries which surely did totally disable a man.

Even today the maximum compensation allowed for total disability for a man who is absolutely helpless and who needs an attendant is \$250 per month, yet we find state and federal officials who are without impairment in the loss of any of their members who are not only drawing \$281.25 for disability but salaries which reach as high as \$8000 per year. If that is justice I do not call it so.

There are many others, men who actually served and suffered in the trenches who are disfigured and dismembered who are receiving a maximum of \$100 a month with no allowance for dependents.

The original purpose of the compensatory law was not a gratuity but to supplement the earning capacity of disabled men.

I believe that the disclosures will arouse the country and that the people will demand to know why men with no apparent disability are receiving far more than the worst disabled veteran.

PROOFS DEMANDED

There are veterans who had too much pride to ask for compensation for what at the time was a minor disability but as the years have passed these have developed into major disabilities, but the men have been forced to crawl on their knees to beg for a chance to receive compensation and they have been and are being rejected by these very officers whose huge compensatory allowances have been revealed. They demand affidavits and unquestionable proof.

Councilman Curtis expressed the opinion that the city council was intruding in a matter which in no way concerned the body but Bush retorted that Boston has real interest because it costs \$400,000 a year for soldiers' relief and because these men "have been denied the consideration from the government which was their due, they have been forced as paupers and beggars to ask the city to aid them."

DEFEND THEIR ACTION

Officers Drawing Retirement Pay Quote the Law

National guard officers and other emergency officers who served in the world war, stirred by charges that it is unfair for them to receive retirement pay as emergency officers, based on 30 per cent. or more disability while they were occupying lucrative positions, reported yesterday by declaring that this is merely what the regular army or

navy regular officers do and that the emergency officers' retirement bill simply puts them on an equality of opportunity with the retired regular.

Boston's own Rear Admiral Richard E. Byrd, it was pointed out by a number of retired emergency army officers who are now in public employ, is one of the regular service men who has been retired, quite early in life, upon three-quarters of the pay of his last active rank, and devotes his life to exploration. They feel quite confident that should Byrd's writings, lectures and other literary results of his polar feats net him a huge sum, which they are unanimous in hoping that they will, nobody would raise a hue and cry that he was doing anything unfair in drawing pay as a retired navy officer.

Lt.-Col. William J. Blake, regional manager for New England of the veterans' bureau, against whom criticisms have been launched because attention recently was called in Congress to the fact that he receives \$215 a month as retirement pay, was asked yesterday if he considered it fair to accept this monthly remittance while drawing his veterans' bureau salary of \$5600, particularly as there is such widespread unemployment.

His reply was that an emergency officer of the army or navy who receives a rating under the world war veterans' act, or in the regular procedure of the veterans' bureau, of not less than 30 per cent. permanent disability, is entitled to 75 per cent. of the base pay of the grade or rank he held at the time of retirement.

QUOTES COMPTROLLER

Congress is liberalizing the law governing compensation to enlisted men every year, he said, and is seeking to include in the benefits of the law as many men as possible, and when it is proved that their disability amounts to 30 per cent. or more, and is permanent, their right to the compensations becomes such that it cannot be taken from them. In determining the degree of the disability, he explained, it is not their present occupation, but the pre-war occupation from which they were taken, that is considered.

In his own case, a 30 per cent. disability arising from his service, he said, receiving retirement pay based on this does not act as a bar to using the remaining 70 per cent. ability to earn a living. He cites an opinion of Comptroller-General J. R. McCarl, given Sept. 10, 1928, who wrote to the director of the veterans' bureau on just this subject. The nub of this opinion was:

I assume that the former officer is now in the government service under authority of law, and that he is receiving benefits under the world war veterans' act. Should he make application for and be placed on the retired list created by the act of May 24, 1928, I think there is nothing in the act which requires that the legal employment theretofore entered into shall be terminated because of the change in his compensation rates under the veterans' bureau.

In the absence of Gen. Foote, whose course in continuing to draw \$281 a month retirement pay as an emergency officer while drawing salary as state commissioner of public safety has been criticised, other officers who have the emergency retirement status and also draw salaries, said that Gen. Foote had been rated by a board in Washington as having 30 per cent. or more permanent disability and that this could not be taken away from him.

HERALD 4/18/30

ARREST LOOMS IN DEMOCRATIC FUND SHORTAGE

\$1800 Collected at Mayors'
Banquet and Leader
Are Missing

AFFAIR CALLED "TERRIBLE FLOP"

Resignation of Lawler Expected as Another
Aftermath

By JAMES GOGGIN

A shortage of about \$1800 in the accounts of the Democratic mayors' banquet, which attracted a gathering of 1700 to the Hotel Statler on March 31, promises to result in the arrest of a widely-known Democratic leader unless the money, collected from the sale of tickets and advertising, is forthcoming before tonight.

The probability of criminal prosecution became serious yesterday, when desperate efforts of promoters of the affair failed to find their associate, whose dereliction has been the subject of intensive secret parleys among party leaders.

"TERRIBLE FLOP"

The mayors' night gathering, held ostensibly to stimulate interest in the listing of Democratic voters in Boston, has been characterized by local leaders as "a terrible flop" which reflected adversely on its sponsors. They succeeded in attracting a large number of Democrats, many of them women, but they failed to obtain speakers who could inspire optimism about the November election in the party workers.

One aftermath will be the resignation of Henry E. Lawler, chairman of the Democratic city committee, who was conspicuous in the planning of the affair and who presided at the after-dinner speaking. It has been suggested to him with the strength of a mild demand that his resignation would be very acceptable to Boston Democrats and would not evoke expressions of regret from local leaders.

The way out has been shown to Lawler. His recent acceptance of the position of an assistant corporation counsel can be assigned as the reason. It has also been pointed out to him, it is reported, that no city official should be the chairman of the city committee.

Stories of the management of the mayors' night affair indicate that it was handled in a slipshod, haphazard

manner and that at least one of the promoters did not overlook the opportunity to obtain generous contributions from prospective candidates for party nominations.

SHORTAGE OF \$1800

Returns from the sale of tickets have revealed a shortage of about \$1200, and the check of collections for advertising in the souvenir publication is reported to have revealed another shortage in excess of \$500.

Party leaders who have been asked for advice have vigorously opposed the idea of criminal prosecution, but offers of voluntary contributions to meet the troublesome deficit have not been made.

It was revealed yesterday how several potential candidates for nominations were victimized. They were supposed to be recognized, without cost, as candidates. The reproduction of their photographs in the souvenir was intended to be gratuitous, but in at least four cases, one of the promoters collected \$50 as the price of the advertising.

"I signed a check for \$100," said one of the candidates last night, "because I was told that the cost of the advertising which I received from the use of my photograph was \$50, and being generously inclined I purchased \$50 worth of tickets. The check was cashed very quickly."

ON ARLINGTON STREET

The proposal made to Traffic Commissioner Conry that the fence on the Arlington street side of the Public Garden be set back and the sidewalk removed to provide more parking space for automobiles is perfectly reasonable and desirable from one point of view. Boston unquestionably needs more room for automobiles and the Arlington street plan would provide space for ninety additional cars. But, nearly 200,000 private automobiles now enter the downtown district daily and the drivers of most of them want a place to park. Obviously ninety more stalls would be a mere drop in the bucket and the effect on the whole traffic situation would be imperceptible. In the Public Garden Boston has a unique possession, the slightest reduction of which could be compensated for only by a civic improvement of major importance. The suggestion made to Mr. Conry can hardly be ranked in that class. The time has come, however, when facilities to park several thousand cars all day in Boston will have to be created, for certainly the streets cannot carry the burden.

The plan to widen Park street by taking a small slice from the Common contains more merit. Park street is the only narrow street adjacent to the Common, and its traffic capacity is not so great as that of Beacon and Tremont streets between which it is an important link. No particular good would be served, however, if additional land taken from the Common were used merely for parking.

NAVY FLIERS KEPT FROM AIRPORT HERE

Complain to City Council— Relief Sought from Long

Complaint to William G. Lynch, president of the city council, that naval aviators and naval reserve aviators from the air station at Squantum have not only been denied the use of the municipal airport at East Boston, but have been brusquely ordered to "get out," led him yesterday to have the council ask Park Commissioner Long for the facts.

Naval reserve aviators and student fliers, whose training is about 90 per cent. on land and 10 per cent. on water, have declared that Capt. Edson, superintendent of the airport, has not only given them little or no consideration, but has led them to assume that the naval aviators are not wanted at East Boston.

"If that is so," said President Lynch, "it certainly is the duty of the city council to not only learn the reason for the exclusion of naval aviators, but to make certain that they are accorded as much consideration as they are en-

titled to receive. As I understand it, they are sent to East Boston for training and it seems to me that the least that the city can do is to co-operate with the navy department in providing adequate opportunity for the training of naval aviators."

Capt. Edson did not deny last night that he has asked naval aviators to leave the airport, but he claimed that he did so on but one day and that he believed that he was justified.

"I have asked the Squantum station to inform me when student aviators are coming to the airport to practice landings," said Capt. Edson, "and if I am satisfied that there is opportunity for them to do so, I surely will not make any objection."

"The reason that I desire such advance information is that there are so many planes in the air some days that I find it necessary to call some of them down. We have a half-dozen or so companies who lease space here and I feel that they are entitled to consideration. I have no antagonism toward navy student fliers, but I feel that I should be the judge of allowing them the privilege of using the airport."

HERALD 4/15/30

Gov. Allen and Mayor Curley Opening Battery as Sox and Senators Start 1930 Season

By BURT WHITMAN

The strongest, most promising club the Red Sox have had in almost a decade opens Boston's big league season against the Washington Senators at Fenway park this afternoon.

The "play ball" command comes at 3 o'clock, and before that Gov. Frank Allen and Mayor James M. Curley will take the leading roles in the ancient, but always colorful drama of throwing in and catching the "first ball."

President Herbert Hoover tossed in the first ball in Washington yesterday. His control of the agate was no better than his control of some of the insurgent senators.

RED SOX HOPE FOR BEST FROM MASCOTS

Yet the Red Sox do not hold this against him. With true baseball veneration for everything that prefaces a victory, they were only sorry that the President could not come over to Boston on the Federal express with them and start the game today under the same happy auspices. They hope for the best, however, from his excellency and his honor, both of whom claim high rank as mascots.

Victory yesterday for the Sox in the special opening in Washington put them up at the top of American league standing, with the Senators at the bottom. That game was baseball's single big league game of the day. It was staged to give the sport the added dignity which comes when the chief executive of the United States takes an active hand in the program.

Today the National and the American leagues swing into action in eight cities. Our Braves play the Giants at the Polo Grounds. The Phillies play at Brooklyn and the world champion Athletics entertain the haughty New York Yankees in Philadelphia.

420 B E 4/14/30

THREE-LANE TUNNEL DEMAND OF COUNCIL

Donovan's Order Is Filed
With Transit Engineers

Councilor Wilson Attacks Two-Lane Plan as "Whittling Down"

Councilor Timothy F. Donovan of East Boston yesterday introduced an order in the City Council demanding a three-lane traffic tunnel to East Boston. The measure demands that the tunnel engineers build the three-way tunnel for \$16,000,000 and that it be built 22 feet 10 inches wide for traffic.

The order was transmitted to the Boston Transit Commission, which is now drawing up the plans.

Councilor Robert Gardiner Wilson

HERALD 4/15/30

DEMANDS WIDE TUBE BE BUILT

Wilson Declares 'Whittled Down Tunnel' Will Not Satisfy People

HITS PLAN TO PLEASE REAL ESTATE CLIQUE

The city council called on the transit department yesterday to build an East Boston tunnel, which will conform to the statements officially made to the council last June, that the traffic roadway will be at least 22 feet and 10 inches in width.

In demanding that cognizance be taken of an order presented by Councilman Timothy F. Donovan of East Boston, which insists that three traffic lanes shall be provided in the tunnel, Councilman Wilson of Dorchester served notice on the mayor and the transit department that the people want and demand an adequate tunnel and not a "whittled down tube" which will satisfy one clique of real estate operators and pave the way for satisfying another clique in the immediate future.

"NO LABOR ACTIVITY"

Wilson declared that the time has come to forget the "unemployment argument" which is emphasized in every street improvement, in the repairing of broken sidewalks, the erection of new buildings at the City Hospital, and which was used last June when the council was asked to accept the tunnel bill in order to provide relief for unemployment.

"There's been no labor activity since then," said Wilson, "except a little in the office of the registrar of deeds."

He continued that definite representations were made to the council about the width and cost of the tunnel and that the impression was purposely created that the estimated cost of \$16,000,000 would be entirely cared for by tolls.

He quoted Col. Thomas F. Sullivan of the transit department as the author of the statement that the tunnel would be 22 feet wide, 5100 feet long and that the actual cost of the tube would be \$10,000,000. Henry I. Harriman quoted the cost at \$6,000,000 for a tunnel at least 25 feet wide and said that the \$16,000,000 would be entirely ample to finance the project.

"It will take \$955,000 in tolls," said Wilson, "to carry the tunnel costs. That means 3,000,000 vehicles at 30 cents or 4,000,000 at 25 cents. It will be necessary to collect tolls from 333,000 vehicles a month or 11,000 a day."

Jr of Dorchester supported the order, saying that the people of Boston wanted and demanded 22 feet 10 inches of roadway and not a "whittled-down tube." Officials, he said, were trying to build a two-lane tunnel; before the two-way would be built, he added, another tunnel would be needed.

A battle between two rival real estate groups has been responsible, he said for all the traffic tunnel talk the past year. One group seeks to unload property in Haymarket sq and the other group has the market district to unload, the councilor declared.

4203E 4/18/30

CHARGE SOLDIER INSURANCE UNFAIR

City Council Hears Attack
on Compensation Policy

Bush Says Undeserving Officers
Draw Excessive Pay

Disability compensation being paid to officers of the Army and Navy was severely criticized in City Council yesterday and the Council memorialized Congress to "remedy the shocking conditions," so termed by the City Council.

Officers who are drawing compensation of \$281.25 a month for disability, yet that same "disability" does not prevent them holding down State and Federal jobs paying salaries ranging from \$4000 to \$6000 a year, were the target of Councilor Herman L. Bush of Roxbury, who in the World War lost a leg, an eye and part of a hand.

He contrasted the "pittance," as he termed it, paid to men wholly disabled and unable to engage in occupation and the sums paid monthly to officers holding well-paying State and Federal positions. He charged there was capitalization of minor disabilities.

Councilor Bush said: "I have no quarrel with anyone drawing compensation for actual disability, but I wish to contrast the treatment certain officers have received with the disability allowances which have been granted to the men who fought and suffered in the trenches in France.

Stipulation of Pay

"The man who lost a leg above the knee was classified as a 60 percent disabled veteran entitled to 60 percent of \$30 a month, and if the leg was amputated below the knee he was but 40 percent disabled and entitled to 40 percent compensation. The Sweet bill, however, made the base pay \$100 per month, but to be totally disabled the regulations stipulated injuries which surely did totally disable a man.

"Even today the maximum compensation allowed for total disability for a man who is absolutely helpless and who needs an attendant is .250 per month; yet we find State and Federal officials who are without impairment in the loss of any of their members who are not only drawing \$281.25 for disability but salaries which reach as high as \$8000 a year. If that is justice, I do not call it so.

"There are many others, men who actually served and suffered in the trenches, who are disfigured and dismembered, who are receiving a maximum of \$100 a month with no allowance for dependents. The original purpose of the compensatory law was not a gratuity but to supplement the earning capacity of disabled men.

"The disclosures, I believe, will arouse the country and the people will demand why men with no apparent disability are receiving far more than the worst disabled veterans.

Too Proud to Ask

"Many veterans with minor injuries were too proud to ask for compensation, but the years developed those minor into major injuries and they have been forced to crawl and beg for compensation. Not only that, but they have been and still are being rejected by the very officers who themselves are drawing huge compensation. Affidavits and unquestionable proof they must show, they are told."

Councilor Curtis thought the City Council was becoming involved in a matter not pertinent to the body, but Councilor Bush declared the subject was of real interest to Boston in view of the fact that it cost the city \$400,000 annually for soldiers' relief and that the men on those rolls, denied proper consideration by the Federal Government, have been forced to ask the city to aid them.

MARKET STALLS BRING REDUCED RENTALS

Faneuil Hall and Quincy Market, from a business standpoint among marketmen are not as attractive as formerly, and lessees of stalls had asked for a reduction of 50 percent in rentals if new leases were to be taken by the present incumbents.

Yesterday the City Council had before it the matter of reduction of stall rentals. The Finance Commission had informally approved a suggestion that there should be some reduction and Mayor Curley left the final determination to the Council. The Council after a short debate cut the rentals 35 percent.

The special committee, of which Councilor Robert Gardiner Wilson Jr is chairman, has acted in the matter of appointments for constables and in line with complaints of municipal judges that there are too many constables and too little qualifications, a new procedure is planned.

Hereafter, according to the Council, applicants for appointments will be obliged to face a questionnaire and answer 25 questions which it is expected will aid the City Council in judging the qualification of the applicants.

CURLEY PICKS ADVISORY COMMITTEE ON MUSIC

Mayor Curley yesterday named the advisory committee on music for the Park Department of Boston and requested they honor the municipality through acceptance.

The sum of \$11,000 has been appropriated by the Park Department for Summer concerts in parks, starting about July 1 and continuing until about the first week in September. A formal organization meeting of the committee will be held the latter part of this month at the office of the Park Department.

The committee is as follows: Courtenay Guild, ex-president Handel and Haydn Society, 26 Mt Vernon st; Mrs Alvan T. Fuller, 150 Beacon st; Henry Pockman Jr, 182 Beacon st; Patrick A. O'Connell, president E. T. Slattery Company, 154 Tremont st; Mrs William Arms Fisher, Music Week committee, 362 Commonwealth av; Wallace Goodrich, New England Conservatory of Music, 296 Huntington av.

George W. Stewart, Boston Festival Orchestra, 50 Boylston st; Thomas H. Finigan, president of Boston Musicians' Union, 46 St Botolph st; John A. O'Shea, director of music for Boston public schools, 15 Beacon st; Thomas J. Clexton, 86 Elm Hill av. Roxbury.

COUNCIL DEMANDS REPORT ON AIRPORT

Hears Complaint Made by
Student Flyers

Maintains City Should Offer Every
Facility Possible

Pres William G. Lynch told his City Council members yesterday that 128 Naval reserve and student flyers assigned to the Squantum air station had complained that Capt Edson, superintendent of the East Boston airport, had denied them the use of the airport and also had brusquely ordered them off. He introduced an order passed by the Council calling upon the airport officials to report the facts regarding the administration of the field.

With few exceptions, Pres Lynch said that the Naval reserve flyers were citizens of Boston and taxpayers and that the city should offer them every facility in their training. Ninety percent of their instruction, he said, was in landing on field and but 10 percent on water, though Naval pilots.

Boston, he said, should do as other cities and cooperate with the Federal authorities in the training of the reservists.

Capt Edson said that on one occasion for safety sake he requested Naval aviators to leave the airport, and that he had asked the officers at the Squantum station to confer with him when it was planned to have their reserve men practice landings at East Boston.

"When I am satisfied there is opportunity," said Capt Edson, "there will be no objection."

Capt Edson said there was no antagonism towards Naval student flyers. He said that sometimes there are so many men in the air that it is necessary to order down some pilots. He also said that a half-dozen or more companies lease space at the airport and he felt that they are entitled to consideration.

UNION OPPOSES TRANSFER OF CITY HEATING PLANT

It was voted at a special meeting of the executive board of the Boston Central Labor Union last night to send a committee to Mayor Curley to give him the reasons why organized labor is opposed to the transfer of the power and heating plant at City Hall to a private power company.

While it is understood that the change will not mean the loss of position to any man at work, the members of unions affected say the municipality should control its own departments of this kind.

AMERICAN 4/15/30

HUB AS 'GOLD STAR PORT' UP TO WAR DEPT.

Mayor Writes Washington as U. S. Line Agrees to Have the Boats Call Here

Mayor Curley today plainly put up to Secretary of War Patrick J. Hurley the decision to allow New England gold star mothers to sail from Boston on their visits to the graves of their boys in France.

The mayor took this action on receipt of a letter from J. E. Andrews assistant to Executive Vice President Sheedy of the United States Lines in which Andrews said the line was willing to have its ships call at Boston for the mothers.

"I beg to enclose a copy of a letter from the assistant to the executive vice-president of the United States Lines, Inc.," he wrote. "A perusal of this letter convinces me that, provided the War Department is agreeable, arrangements can be made to have the New England gold star mothers sail from the port of Boston.

"In view of the fact that the War Department has experienced no great difficulty in providing separate ships for the colored mothers of Americans whose sons were sacrificed in the war, it should not appear either difficult or impossible to provide separate ships for the New England mothers to sail from the port of Boston.

"Trusting this matter will be adjusted, in view of the position taken by the United States Lines and awaiting an early reply, I remain,

"JAMES M. CURLEY, Mayor."

The letter from Andrews indicated that the United States Lines had not changed its original position of sending a ship here to provide for the New England mothers. The drawback to the plan was the fact that plans had been made to send groups destined for particular cemeteries on certain boats and enough of a group to warrant the calling of a boat here could not be gathered for the visit of one particular cemetery.

GLOBE 4/15/30

THRONGS IN TRIBUTE TO DR FENNESSEY

Funeral Services Held at St Peter's, Dorchester

St Peter's Church, Meeting House Hill, Dorchester, was filled to capacity, many standing in the vestibule, and on the steps leading into the church this morning at the funeral services for Dr John F. Fennessey. Preceded by the escort comprising 100 uniformed nurses, from St Margaret's and the Carney Hospitals, and the honorary pallbearers, the cortege proceeded from the house on Adams st to the church.

A solemn requiem high mass was celebrated at 10 o'clock by Rt Rev Mgr Richard J. Haberlin, assisted by Rev Michael J. Derby, deacon; Rev John A. Coughlin, subdeacon, and Rev John York, master of ceremonies. Seated outside the chancel rail were Rev F. P. Doyle, St Francis de Sales', Roxbury; Rev Peter F. Foley, St Philip's, Boston; Rev E. P. Tivnan, S. J., of Weston College; Rev M. J. Owens of Quincy, Rev Henry Lyons, St Catherine's, Charlestown; Rev J. J. O'Donnell, St Ann's, Dorchester; Rev Dr Joseph V. Tracy, St Columbkille's, Brighton; Rev F. J. Holleran of Wakefield, Rev Francis J. Kenney of South Boston, Rev P. J. Lyons of Holliston, Rev E. J. Fagan and Rev R. E. Manning of Rockland, Rev J. O'Connor of Framingham, Rev J. B. Moore of Wakefield, Rev D. J. Keefe of the Carney Hospital, Rev J. H. Harrigan and Rev O. R. Gorman of Dorchester, Rev F. Alchin of Everett, Rev C. P. Mason, Dorchester; Rev Philip J. O'Donnell, pastor of St James', Boston; Rev A. A. Jacobbe of Somerville, Rev J. Walter Lambert, South Boston; Rev William E. Tierney, South Boston; Charles Johnson, Cambridge; Rev Augustine F. Hickey, Rev Patrick J. Scannell, Neponset; Rev Edward Kenney, Framingham; Rev John W. Churchward, Wakefield; Rev Michael J. Danahy of West Newton, Rev Timothy A. Sheehan of Bethany Convent, Framingham, and many nuns of the various orders of this diocese.

The music was by a quartet under direction of Mrs Joseph E. Galvin, church organist, with Mrs Mary Laurino, soprano; Mrs Celia Fitzgerald, contralto; Joseph Ecker, baritone, and Augustine McAuliffe, bass. Whelan's requiem mass was sung. At the end of the mass Mr Ecker sang "Repentance" by Gounod.

There were many dignitaries present, including Mayor James M. Curley, Gen Edward L. Logan, Dist Atty William J. Foley, Ex-Senator Henry S. Fitzgerald, Col Thomas F. Sullivan, chairman, and Edward F. Condon, secretary of the Transit Commission. There was a profusion of floral tributes.

TRANSCRIPT 4/15/30

Curley Favors Governor's Grain Elevator Proposal

Governor Allen's proposal for the erection of a grain elevator in South Boston, in connection with port development, was favored by Mayor Curley of Boston this noon at a hearing given by the Senate Ways and Means Committee. The hearing came upon the question of an investigation of the advisability of building such an elevator. Mayor Curley pointed out that Boston exported about 18,000,000 bushels of grain annually some twenty-five years ago and that this business has shrunk to 3,900,000 bushels last year.

Grain is necessary as bottom cargo for transatlantic steamers. For lack of grain the steamers coming to Boston have been compelled to take salt water or rock for ballast, and some have ceased coming to Boston. The port is now only a call port instead of a full cargo port. The mayor said that with the completion of the Welland Canal and the port development at Oswego and Ogdensburg, more grain can be attracted to Boston, but there must be elevator facilities here to handle it. He has had a conference with President Pelley of the New York, New Haven & Hartford Railroad about leasing the elevator to that road, if one is built, and he believes that such a lease can be arranged, as it would be connected directly with the New Haven line.

Members of the committee asked if it should be a State project, or whether the city of Boston should build the elevator, and the mayor replied that it is the policy in other States for the State to build such terminal facilities, and in the case of Boston the State owns and controls the land on which the elevator would be built; the city cannot tax it, but after there is such a terminal development the city of Boston will have to build connecting street, which would cost the city not less than \$100,000.

The measure was advocated also by Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce. Mr. Davis explained the port developments at Oswego and Ogdensburg, and the possibilities for obtaining train loads of grain for Boston over a New England-owned railroad as soon as there is a modern elevator here to handle it. He said that the situation might well be investigated at a cost of not more than \$500, and it should be done speedily so that action by the Legislature may be had this year.

GLOBE 4/15/30

BOSTON PRIMARIES REFUSED BY HOUSE

Finance Commission Under
Mayor Also Rejected

Bill for State Board in Barbering Passed to Engrossment

After an extended debate the Massachusetts House of Representatives yesterday afternoon, by rollcall, 113 to 80, refused to order to a third reading the bill to provide for nomination by preliminary election of candidates for Mayor and City Council of Boston.

Representative James J. Twohig gave notice that this afternoon he would move reconsideration. Furthermore, he would also move reconsideration of the adverse reports of the Committee of Cities affecting Boston and its elections which the House accepted on the first call of the calendar without debate or division.

Opposition to the preliminary elections bill was opened by Representative Hays of Brighton. Declaring his attitude purely partisan, he said passage of such legislation would mean that never again in Boston would a Republican Councilor or Mayor be elected. He called upon the Republican members of the House to kill the bill.

Permanent Rule, Say Foes

The bill was urged by Representative Lewis R. Sullivan of Boston, who pointed out that it contained a referendum to the voters.

Another opponent, Representative Wadsworth of Boston, called it "an extraordinary bill" and one "which really leaves to the Democratic party the say who shall be Mayor."

Arguing that it is "mere common sense" to allow Boston a method such as is enjoyed by many other cities, Representative Twohig said that 29 Massachusetts cities have some form of pre-primaries and 18 have a system very similar to that which the bill proposes for Boston.

Against the bill, Representative Johnston of Boston said: "There is no doubt as to the purpose of the bill, and that is to make it impossible for a Republican Mayor or Councilor to be elected."

Representative Anderson of Boston, opposing the measure, said it should be called "an act to establish permanently the Democratic party in the city of Boston."

Adverse Reports Accepted

The bill was favored by Representatives Birmingham of Brighton, Connally of Boston, Creed of Boston, Finnegan of Boston and Jones of Peabody.

Representative Fox expressed the belief that the bill should be defeated.

The adverse committee reports accepted today by the House, which Representative Twohig will seek to have reconsidered today, are as follows: Providing for nomination by preliminary elections of candidates for Mayor and City Council of Boston; for party nominations and elections for Mayor and City Council of Boston; for restoration of political party designations in Boston municipal elections, and providing for the appointment of members

of the Boston Finance Commission by the Mayor instead of the Governor. The bill to establish a State board of registration in barbering was passed to be engrossed without division or debate.

RECEIVES REPORT AGAINST RAISING SCHOOL AGE

At yesterday afternoon's session of the Massachusetts Senate the Committee on Ways and Means reported recommending reference to the next annual session on the bill to raise the compulsory school attendance age from 14 to 15 years. This is the bill sponsored by the special recess commission which studied the matter last year. The question of accepting the Ways and Means Committee's report will be debated this afternoon.

The Senate passed to be engrossed the bill authorizing the Overseers of Public Welfare in Boston to reinstate James S. Kiernan as a clerk in the Public Welfare Department.

TRANSCRIPT 4/15/30 City Council Asks for Wider Tunnel

An order introduced in the City Council yesterday by Timothy F. Donovan of East Boston for an East Boston tunnel 22 feet and 10 inches wide, sufficient to accommodate three cars abreast, received endorsement and was transmitted to the Boston Transit Commission, which is at work on the plans.

Mr. Donovan insisted that with \$16,000,000 the engineers would be able to make provision for a three-lane tube. Councilor Wilson warned that it looked as if the officials were going to build a two-lane tunnel so narrow that another lane would be required shortly after the tunnel opened.

Mr. Wilson declared that the time has come to forget the "unemployment argument" which is emphasized in every street improvement, in the repairing of broken sidewalks, the erection of new buildings at the City Hospital, and which was used last June when the council was asked to accept the tunnel bill in order to provide relief for unemployment.

"There's been no labor activity since then," he said, "except a little in the office of the registrar of deeds." He continued that definite representations were made to the council about the width and cost of the tunnel and that the impression was purposely created that the estimated cost of \$16,000,000 would be entirely cared for by tolls.

He quoted Colonel Thomas F. Sullivan of the transit department as the author of the statement that the tunnel would be 22 feet wide, 5100 feet long and that the actual cost would be \$10,000,000. Henry I. Harriman quoted the cost at \$6,000,000 for a tunnel at least 25 feet wide and said that the \$16,000,000 would be entirely ample to finance the project.

"It will take \$955,000 in tolls," said Mr. Wilson, "to carry the tunnel costs. That means 3,000,000 vehicles at 30 cents or 4,000,000 at 25 cents. It will be necessary to collect tolls from 333,000 vehicles a month or 11,000 a day."

GLOBE 4/15/30

GRAIN ELEVATOR URGED BY MAYOR

16
Make Boston Cargo Port,
He Tells Committee

Mayor Curley appeared today before the Ways and Means Committee of the Massachusetts House of Representatives to urge reestablishment of Boston as a cargo port rather than a port of call and restoration of the commercial and industrial business of the State. He came to the State House to speak for a resolve based on Gov. Allen's recommendations for an investigation as to the adequacy of the terminal facilities of Boston and the advisability of constructing a grain elevator on harbor front property owned by the State at South Boston.

The only other speaker was Frank S. Davis, chairman of the maritime committee of the Boston Chamber of Commerce. There was no opposition.

Mayor Curley told of the decline in the amount of grain exported from Boston and expressed the opinion that the decline was due to the system of differentials set up by the Interstate Commerce Commission, whereby Baltimore, New York and other "favored" ports were given a two to three cents per bushel advantage over Boston.

Mayor Curley said:

"Erection of a grain elevator on the State land in South Boston, near the South Station will in part overcome the objections to the differential in that it will give Boston a one-cent advantage over the ports of Baltimore, Philadelphia and New York. No step would be of more benefit to the city of Boston and the State as a whole than the promotion of the port facilities. It will allow the State, with an investment of \$1,000,000, to enjoy the benefits of a \$75,000,000 investment."

He informed the committee that negotiations are under way to determine whether the New Haven Road would lease the elevator, providing the movement went into effect. Asked as to whether the study called for in the re-lature prorogues, the Mayor declared: "If it was for me to say, I would say don't investigate, appropriate and let's get started.

"We have got to get the commerce back to the city of Boston, make it a cargo port rather than a port of call, or we are going to go steadily downward." He urged the committee to make a favorable report.

Mr. Davis said his organization was 100 percent in accord with the views as expressed by the Mayor. Boston, he said, will not benefit from the opening of the old grain route, unless an elevator is erected.

The Boston Municipal Airport now has a new 1,800,000-candlepower revolving beacon light on the roof of the administration building. Would there be room for 1,800,000 candles up there, and how many of them would blow out in a gentle breeze?

TRAVELER 4/15/30

ALLEN STARTS BASEBALL ON SEASON'S WAY

State and City Officials
Aid Governor in
Festivities

By JOHN DROHAN

FENWAY PARK, April 15—Gov. Francis G. Allen, chief executive of Massachusetts, tossed out the first ball to start the American league baseball season here this afternoon in the second game between the Washington Senators and Boston Red Sox.

The Governor's control was a bit shaky, but Charley Berry, Red Sox catcher, deftly caught the little spheroid before it fell to the ground and passed it to "Lorge" Charles Ruffing, Red Sox pitcher, and the ball game was on.

CLOWNS PRESENT

Prior to the start of the game all the time-honored customs which are part and parcel of every opening day took place. Nick Altrock and Al Schacht, famous coaching clowns of the Senators staged their entire repertoire of acts and had the gathering of 16,600 fans in good humor.

The field was in excellent condition, due to the interest that Bob Quinn, president of the Red Sox, takes in his ball park. Bunting played an important part in the decoration of the grandstand and field boxes where the various civic and military dignitaries sat during the proceedings.

Jimmy Coughlin's 101st Regiment band furnished tuneful ditties an hour before the game, in which the famous battle song of the Red Sox of happier memory, "Tessie," was play, to the delight of the old-time fans.

Just before 2:30, Gov. Allen, Mayor Curley, Rear Admiral Andrews, Col. Desmond and Lt. Wilson of the airport, took their places at the head of the calvadade in the march to the flag pole.

TRAVELER 4/15/30

MAYOR PLEADS FOR CARGO PORT

Would Restore Boston's
Prestige in Grain
Shipments

Mayor Curley today urged that the port of Boston be re-established as a cargo port rather than a port of call.

Urging the restoration of the commercial and industrial business of the state the Mayor today appeared before the House ways and means committee in the State House. He spoke on a resolve for an investigation relative to the adequacy of the terminal facilities of Boston and to the advisability of the construction of a grain elevator on harbor front property of the state at South Boston. There was no opposition to the resolve. The only other speaker was Frank S. Davis, chairman of the maritime committee of the Boston Chamber of Commerce.

Telling of the exportation of grain from Boston the Mayor informed the committee that there has been a decline in the export from 18,000,000 bushels, 20 years ago, to 3,900,000 bushels last year. He was of the opinion that the decline was due to the system of differentials set up by the Interstate commission by which Baltimore, Philadelphia, New York and other "favored" ports, were given a two to three cent per bushel advantage over Boston.

TRANSCRIPT 4/15/30

Curley May Save Governor Sq. Bill

The Governor square bill calling for extension of the Boylston street subway was taken up at executive session today by the Legislative Committee on Metropolitan Affairs, with Mayor Curley urging favorable action. Others present were H. Ware Barnum, counsel for the trustees of the Boston Elevated; Chairman Thomas F. Sullivan of the Boston Transit Commission, and Samuel Silverman, corporation counsel for Boston.

The conferees discussed the provision of the bill which stipulates that a deficit from the operation of the extension would be made up by the cities and towns comprising the transit district. Much opposition to this apportionment has developed, jeopardizing the bill. Mayor Curley, when asked if he would favor the measure if it were amended to provide for payment of the entire deficit by Boston, indicated that he would if there was no other way of saving the bill. He insisted, however, that Boston should not be compelled to pay the entire deficit.

It is further understood that Mayor Curley insisted that if the bill were to be so amended there be provision to have the work done by day labor. It was reported that the final settlement of the deficit provision will determine the fate of the measure. Another meeting will be held on Thursday. It is said that if the bill is reported in its present form there will be some dissenters, while if the amendments discussed are included, there will be no dissenters.

AMERICAN 4/15/30

ARMY FAVORS VAST FLYING PROJECT

Commissioner Long Tells the
Council of Plans for Huge
"A-No. 1" Field Here

The prospect is excellent for the city getting Governor's Island from the Government for extension of the airport, William P. Long, chairman of the park commissioners, told the City Council committee on appropriations today.

Commissioner Long also declared the Governor and Legislature look with favor on the city's petition for permission to add 40 acres to the airport in the immediate future, so as to give the aviation field an A1 rating.

"Governor Allen agreed to suggest certain changes that we desired in the legislative committee's bill, and I understand the committee is now prepared to give us what we want," he said.

TO GIVE ISLE BACK

"Under the terms of this measure we will add 40 acres to the airport and get our Class A rating. We will extend the field 125 feet toward Governor's Island and will also build a hydroplane base.

"The distance from the airport to the island is 3000 feet. The Mayor took up the acquisition of Governor's Island with the army and navy and we now do not foresee any trouble in getting it.

"The city originally had it, the government taking it during the war, and they don't intend to make any further use of it.

"When we get the island, we will grade it and use the material thus obtained to fill in the area between it and the airport, adding 300 acres to the airport, and that should be enough for a good many years to come.

"We have 87 acres, all usable—that is, on which landings may be made. In the future we also plan to add 50 acres by filling in between the present bulkhead and Wood Island."

TRAVELER 4/15/30

Mayor Curley Approves \$16,000,000 Plan for East Boston Tunnel



Mayor and other officials looking over the plans of the new East Boston tunnel. Seated, left to right, Col. Thomas F. Sullivan, chairman of the Boston Transit Commission, Mayor Curley, President Henry F. Harriman of the Boston Chamber of Commerce. Standing, left to right, Chairman Frank Goodwin of the Boston Finance Commission, Frederic H. Fay, consulting engineer.

Curley Approves East Boston Tunnel Plan

Way Is Now Clear to Begin Building of \$16,000,000 Tube

Mayor Curley today approved the Boston transit department plan for the \$16,000,000 East Boston vehicular tunnel.

His decision ended the long controversy over the selection of a plan and was a notable victory for Col. Thomas F. Sullivan, chairman of the transit commission.

ACCEPTED PLAN

The accepted plan provides for a straight tunnel, with a traffic roadway 20 feet in width, between a point in the North end on Cross street, between Hanover and North streets, and a point in East Boston between London and Paris streets at Porter street.

There will be no traffic circles at either end of the tunnel but the advisability of constructing a circle at the East Boston portal, as recommended by Henry I. Harriman and Frederic H. Fay, was suggested to the transit department by the mayor.

The probability that the available appropriation of \$16,000,000 will not be sufficient to finance a traffic circle in East Boston indicates that the tunnel, as long as it remains a single tube vehicular roadway, will be without circles either in the city proper or in East Boston.

The Boston portal will be located north of Hanover street on a widened Cross street between North and Hanover streets and in connection with this widening, North street is to be widened from Dock square to the intersection of Cross street.

Mayor Curley declared his support of the Harriman-Fay plan for the widening of Cross street from Haymarket square to Commercial street and its extension to Atlantic avenue as well as his support of the proposed traffic circle in Haymarket square.

Authority to make these improvements must be obtained from the Legislature and the mayor will ask the legislative committee on rules to admit

the Harriman-Fay bill which includes the widening of Cross street and the Haymarket square traffic circle.

In announcing his approval of the transit department plan, which is said to be the conception of Chief Engineer Ernest R. Springer, Mayor Curley said that his decision ended a demand for a tunnel which has been alive for at least 60 years.

LAST OBSTACLE REMOVED

The plan which the mayor approved is considerably different from the Harriman-Fay plan which was approved by ex-Mayor Nichols, but which failed to be effective because of the short period which intervened between the date of approval and the completion of the Nichols administration.

Today's act removes the last obstacle to the actual start of tunnel construction work. The first phase will be the razing of the buildings which will be taken. About 500 families will be compelled to seek new homes.

AMERICAN 4/15/30

Dishonest Legislation

Mr. Lomasney Scores Proposed Reduction of Exemptions on Small Income Tax Payers

MR. MARTIN M. LOMASNEY, with characteristic concern for the rights of small property owners and wage-earners, vigorously protested against the proposal now before the Legislature which would reduce the beggarly exemptions allowed under the income tax laws. He said:

"I do not believe that the income tax law of 1916 was sound legislation."

Mr. Lomasney's observation is not to be ignored, as he is the most experienced legislator in this State.

He could have added that it not only was not sound but that it was unjust and dishonest legislation.

IT WAS CONCEIVED IN THE IDEA OF LIFTING THE TAX FROM THE VAST STORES OF INTANGIBLE WEALTH IN THIS STATE AND OF PUTTING THE BURDEN UPON THE BACKS OF THOSE WHO SHOULD NOT BEAR IT. AND IT HAS DONE JUST THAT.

Mr. Lomasney continued:

"I desire to state that, in my opinion, one of the principal reasons for the present increased tax all over the State, besides ordinary waste, extravagance and inefficiency, is the collusive and dishonest manner in which the executive branch of many of our city governments is being administered."

That is a sweeping charge. But it contains much merit. And it affords a thought for expansion.

It is quite true that when the State and city governments concentrated their efforts upon the war, public developments were temporarily abandoned. Then came the period of reconstruction. New school buildings, neglected highways and a score of retarded public improvements were necessary to be made. But that period of super-expense is quite behind us now. The State has well caught up with it. THE CALL IS FOR LESS, NOT MORE TAXATION.

About \$29,000,000 of State income taxes is dumped into the lap of the city governments of which Mr. Lomasney speaks every year. Many of them have already adjusted their budgets for the year. The State income taxes are new manna to them. It affords them a chance for improvident and reckless expending. It encourages them to seek new sluices through which to pour the people's money. The public official who resists the chance to spend money is a rare bird indeed.

The earners of incomes, those who produce it by honest toil, are contributing probably \$5,000,000 of that total annually. It is not a tremendous sum in the aggregate. But to many of them it is an important sum, which represents a real hardship. To all of them, the State income tax is a vexatious nuisance.

A start in tax reduction, a start in eliminating the opportunity for wasteful extravagance, can be made by reducing the rate of the income tax and of increasing, rather than lowering, the exemptions. THE FIRST FRUIT OF THIS MOVEMENT WOULD BE ENJOYED BY THE SMALL SALARY AND WAGE-EARNERS. THEY WERE THE ONES WHO DERIVED THE FIRST AND THE CONTINUING INJUSTICE OF IT.

HUB PROTESTS NEW YORK FREE LIGHTERAGE

City and Port Authority Claim Discrimination by the Railroads

Washington, April 16 (AP) — Charging that the port of Boston was being discriminated against and deprived of the advantages of its geographical location, the city and the Boston Port Authority today protested to the Interstate Commerce Commission the practice of railroads in supplying free lighterage and transfer service at the port of New York.

The complaint asserted that the railroads serving the North Atlantic ports have refused to establish lower rates at Boston, where lighterage service is not provided, and asked the commission to fix lawful differentials under rates to and from competing North Atlantic ports.

The petition also urged that the railroads be required to present the cost of the additional service separately and not as a part of the established freight rate.

MAYOR OUT FOR 20-FT. TUNNEL

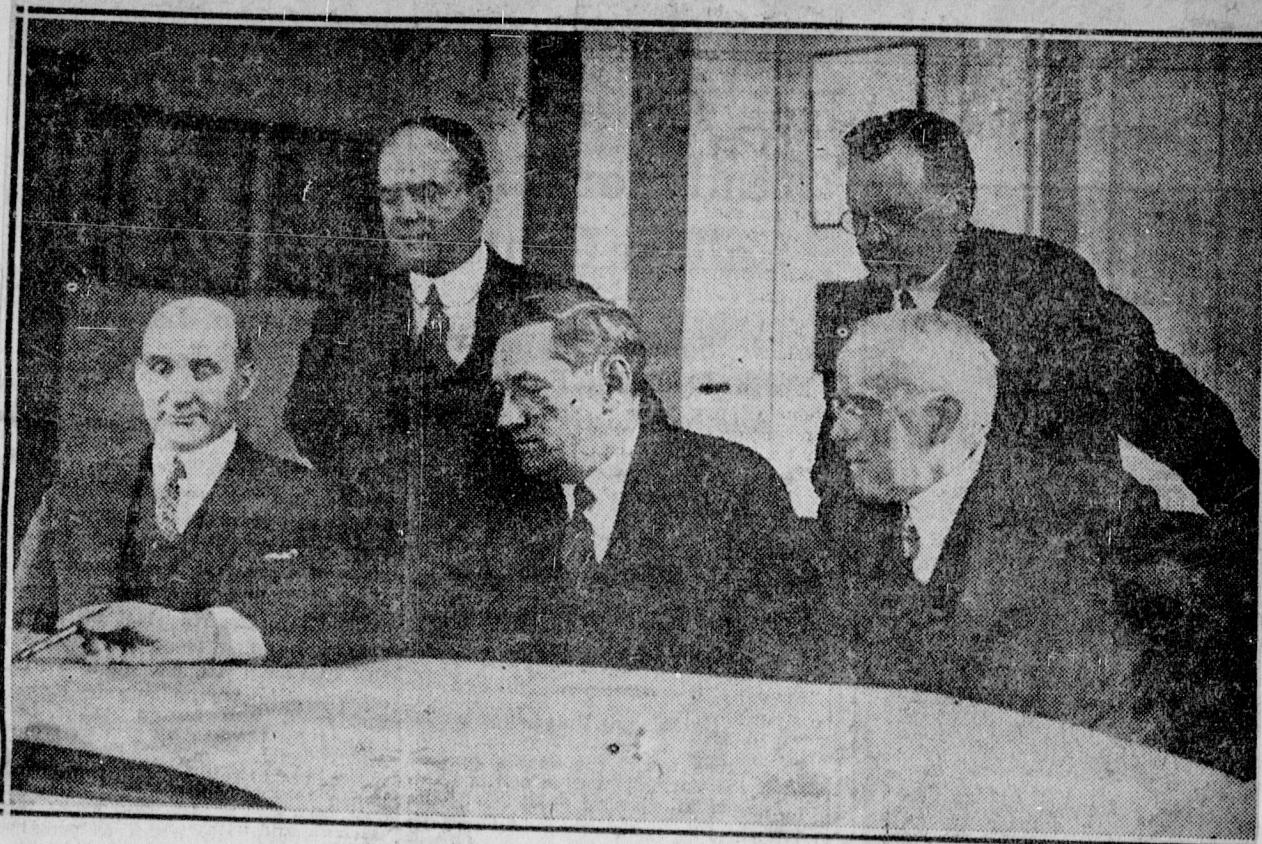
Weeks of debate over plans for the \$16,000,000 East Boston vehicular tunnel ended today when Mayor Curley gave his approval to the Boston transit department plan.

This plan provides for a straight tunnel with a 20-foot roadway with the Boston portal on Cross st., between Hanover and North sts., and the East Boston entrance between London and Paris sts., at Porter st.

Col. Thomas F. Sullivan, transit board chairman, won his point over Henry I. Harriman and Frederic H. Fa Yin regard to the location of the Boston entrance, and scotched another when the mayor accepted a plan with no traffic circles at either end of the tunnel.

TRANSCRIPT 4/15/30

Settling Long Dispute Over East Boston Tunnel



(Photo by Frank E. Colby)

Scene in the Mayor's Office Today When Mayor Curley Approved the Transit Department's Plans for the \$16,000,000 East Boston Tunnel. Colonel Thomas F. Sullivan, Chairman of the Transit Commission, Sits at the Mayor's Right, and Henry L. Harriman at the Mayor's Left. Standing, at the Left, Is Frank A. Goodwin, Chairman of the Finance Committee, and at the Right Frederic H. Fay, Chairman of the City Planning Board

Boston's Protest to I. C. C. on Rates

Washington, April 16 (A.P.)—Charging that the Port of Boston is discriminated against and deprived of the advantages of its geographical location, the city and the Boston Port Authority today protested to the Interstate Commerce Commission against the practice of railroads in supplying free lighterage and transfer service at the Port of New York. The complaint asserts that the railroads serving the North Atlantic ports have refused to establish lower rates at Boston, where the lighterage service is not provided, and asked the commission to fix lawful differentials under rates to and from competing North Atlantic ports. The petition also urges that the railroads be required to present the cost of the additional service separately and not as a part of an established freight rate.

"The Port of Boston," the petition said, "is much nearer Liverpool and the New York.

European ports than the other North Atlantic ports, and especially the Port of New York, and because of the discriminatory rates and because of the failure of the defendants to publish separately the lighterage charges and the trucking service charges incident thereto, and the car floatage charges to and from the said Port of New York, and because of the preferential rate structure provided for the city of New York, the Port of Boston is deprived of its geographical location nearer to the said various ports of England, Europe and other foreign ports."

By assuming this extra cost, the protest said, the defendant railroads charge and receive less compensation for interstate transportation to and from New York than for a contemporaneous service to and from Boston.

The complaint of Boston relating to the lighterage charges is practically identical with protests of the State of New Jersey and the New Jersey Traffic Advisory Committee now pending before the commission and set for hearing in

Keep House Hide, Leather, Shoe Duties

Conferees Accept Tariff Rates
Which Senate Voted
Down

Pay State Victory

Treadway and Andrew Jiblant—Believe Action Saves Great Industry

By Oliver McKee, Jr.

Special to the Transcript:

Washington, April 16—Massachusetts won a big victory today when the House conferees, with Allen T. Treadway as the spokesman on this issue, secured the adoption of the House rates on boots, shoes, leather and hides. On every point the Senate conferees receded, and all that is now necessary to complete the victory is to have the Senate accept the conference action, as approval of the House may be taken for granted. The House rates, approved by the conference today, call for a ten per cent duty on hides, 12½ to 30 per cent on leather, and 20 per cent on shoes.

Summarizing the conferees' action this noon, Treadway said: "The House rates on hides, leather and shoes are retained in accordance with the language and action of the House more than a year ago. The House conferees declined to consider any changes. Included in moves of the Senate conferees were efforts to place compensatory duties on these articles. We declined, on the ground that these industries needed both a compensatory duty, and some measure of protection. We defeated another effort of the Senate conferees, namely to limit protection to women's shoes. The House conferees declined this on the ground that importations of men's shoes, from Czechoslovakia especially, are now increasing and may soon be as big a threat to American industries as the importations of cheap women's shoes. We believe that the same situation will arise with respect to men's shoes, and that millions of pairs will come into the country in competition with the home product. What led us to the result could be given in much detail. In a word, however, today's action means that the shoe industry of Massachusetts has won a big victory."

Equally jubilant was A. Platt Andrew, one of the leaders in the fight for protection. "God reigns, and Essex county lives," he said, when notified of the action of the conferees. "This means that the protection which leather and shoes had enjoyed from the beginning of their history until the Democratic tariff of 1913 will be restored. It means, moreover, that if these rates do not stem the inflowing tide of these commodities, which menace the livelihood of hundreds of thousands of our people, further relief can be had through recourse to the flexible clause. I consider it a great victory which will yield immense benefits to

the people of Massachusetts."

Long on Free List

Washington, April 16 (A.P.)—The House duties on hides, leathers and shoes, all now on the free list, were agreed upon today by the congressional conferees on the tariff bill. The rates accepted are 10 per cent on hides, 12½ to 30 per cent on leathers and 20 per cent on shoes. The Senate bill had restored all of these commodities to the free list, where they have been for years.

By forcing the Senate group to recede from the Senate's action of four times voting down duties in the hide and leather products, the House conferees scored their biggest victory since the two groups met to adjust differences in the Hawley-Smoot measure. The hide, leather and shoe dispute was one of the hardest fought in the Senate tariff struggle.

Tariff on Leather and Shoes

Hides and skins of cattle of the Bovine species, 10 per cent.

Sole or belting leather, leather welting, and leather to be used in the manufacture of harness or saddlery, 12½ per cent.

Side upper leather, 15 per cent.

Upholstery, collar, bag, case, glove, garment, or strap leather, 20 per cent.

Leather to be used in the manufacture of footballs, basketballs, soccer balls, or medicine balls, 20 per cent.

Leather made from hides and skins of fish, reptiles, birds, and other non-bovine animals, 25 per cent. (One change was made in this paragraph. It would except vegetable tanned rough leather of goat and sheep skin, including those commercially known as India tanned goat and sheepskin, and make these dutiable at only 10 per cent.)

All non-bovine species of leather, if imported for use in the manufacture of shoes, ten per cent.

Fancy leather for conversion into boots and shoes, 30%. (This is the only leather now on the protective list.)

Boots and shoes of leather, 20%.

Boots and shoes, the uppers of which are of wool, cotton, ramie, animal hair, fibre, rayon or other synthetic textile, 35%.

Bags, baskets, belts, satchels, card cases, pocketbooks, jewel cases, portfolios, all of leather or parchment, and manufactures of leather, rawhide or parchment, 35%, now dutiable at 30%.

Any bags, etc., fitted with travelling, bottle, drinking, dining, sewing, manicure or similar sets, 50%, now 45%.

Harness valued at more than \$70 per set, single harness valued at more than \$40, saddles valued at more than \$40 each, saddlery and parts, except metal parts, 35%.

Saddles of pigskins or imitation pigskins, 35%.

Other saddles and harness and leather shoe-laces, 15%.

Rates Approved by Conferees

Rates approved yesterday, compared with House and Senate rates, follow:

SCHEDULE 15—SUNDRIES			Pearls and parts...	20%	10%	10%
House	Senate	Conferees	Clockwork hose...	90%	Blank	75%
Molded articles in part of asbestos...	30%	25%	Handkerchiefs...	4c ea. and 90% 4c and 40%	ea. and 50%	ea. and 50%
Imitation solid pearl beads...	2c inch and 20%	60% 60% to $\frac{1}{2}$ c inch and 60%	Same with hand-made beads...	4c and 90% and 8½ c and 40%	1c ea.	30% when valued at not more than 80c doz.
Iridescent imitation solid pearl beads valued not over 10c an inch...	4c inch and 40%	90%	Diamonds...	10%	Free	80c doz.
Ramie hat braids, not bleached...	20%	15%	Elastic fabrics in the House bill were 60% when more than 12 inches in width. House conferees receded and all elastic fabrics will have 60% duty, without regard to width.			
Ramie hat braids, bleached or dyed...	20%	25%				
Ramie hat braids, containing substantial part of rayon...	90%	45%				
Braids, etc., of straw with substantial part rayon, not bleached...	15%	45%				
Braids, bleached, dyed, etc...	15%	45%				
Ramie hats, not made of braids nor block-ed, trimmed; not bleached...	35% or 40%	25%				
do, bleached or dyed...	35% or 40%	25c doz & 25%	25c doz & 25%			

TRAVELER 4/15/30

Primaries for Boston

EXPERTS in government believe that it is best for a people to "stew in their own juice." By that they mean that closely allied groups solve their own problems best without outside interference. That the trend of wise political thought is in this direction is shown by the attitude of the Massachusetts State Legislature in granting to the mayor of Boston powers hitherto held by the state. In short, the trend is toward home rule for cities.

An exception to the general attitude of the Legislature is seen in the action taken on a bill providing for primary elections for mayor and city council candidates in Boston. On a rollcall vote the House rejected the bill, 113 to 80. An effort is being made to bring about reconsideration of the bill.

Politics aside, the bill has merit. Under the city charter, candidates are now nominated by the signatures of voters. This produces too many candidates. The public is either confused or divided. Minority rule often results. This is not a wholesome condition in the body politic. Twenty-nine cities in Massachusetts have primary contests. The procedure is similar in sixteen other cities. Boston is not permitted to hold a primary in choosing the men to run the city.

TRANSCRIPT 4/15/30

Mayor and Governor to Greet N. E. Women

Boston Colony Has Attractive Plans to Entertain Congress

May 6-8

The program for the entertainment of the seventeenth annual congress of the National Society of New England Women which will convene at Hotel Statler on May 6, 7 and 8, has been announced by the general chairman, Mrs. Frederick G. Smith. Mayor James M. Curley, of Boston, will extend his greetings to the visiting members of the society during the first session on Tuesday, May 6, and Governor Allen has accepted an invitation to be present at the banquet Tuesday evening, if no official business prevents.

The Boston Colony as the hostess group, has planned a special program as its contribution to the opening of the congress. A feature will be the singing of the Massachusetts Tercentenary Hymn to America, 1930, by Laurence Thornton, tenor, with the composer, Mrs. Grace Warner Gulesian at the piano. Miss Clara Endicott Sears, author of the words, will be present and will probably speak.

All delegates to the congress and national officers will be guests of the Boston Colony at the banquet Tuesday evening. The Boston Colony will also entertain other special guests.

A visit to the Isabella Gardner Museum at Fenway Court, a possible trip to Plymouth, special moving pictures at the Y. W. C. A., and a tea at the home of Mrs. Franklin A. Snow, 199 Dean road, Brookline, are on the program arranged by the Boston Colony for the entertainment of visiting delegates and members. During luncheon Thursday, May 8, there will be a minuet danced by a group from New York.

Mrs. Edward C. Robinson is president of the Boston Colony. Mrs. Smith, general chairman of the committee for the Congress, will be assisted by Mrs. Luther K. Yoder and Mrs. Frank R. Ober, credentials; information, Mrs. John K. Allen; house, Mrs. George H. Plummer; reception, Mrs. Otis Humphrey; hospitality, Mrs. George R. Blinn; publicity, Miss Alice T. Skilton and Mrs. Maitland L. Osborne; printing, Mrs. James C. Ramsey; badges, Mrs. Robert D. Smith; pages and ushers, Mrs. George E. Walcott; speakers, Mrs. Robinson; music, Mrs. Wellington L. Hallett; flowers, Mrs. Benjamin F. Buckley; motor corps, Mrs. Rufus K. Noyes; film, Mrs. Eugene L. Webber; finance, Mrs. Joseph Barber; treasurer, Mrs. Linwood L. F. Wilkins; official timekeeper, Mrs. Isaac O. Rankin.

GLOBE 4/15/30

TRANSIT COMMISSION'S TUNNEL PLAN APPROVED

Calls For \$16,000,000, and 500 Families Must Find Other Living Quarters

The East Boston tunnel plan, approved today by Mayor James M. Curley, is that proposed by the Boston Transit Commission, Col. Thomas F. Sullivan, chairman, and calls for an expenditure of \$16,000,000. The approval today ended a long controversy.

It is said that the East Boston tube plan was originally that of Chief Engineer Ernest R. Springer, and, according to Mayor Curley, the thing has been hanging fire for many years. With the Mayor's approval today, work can begin immediately on the razing of buildings, and it means that 500 families must find other living quarters.

It calls for a straight tunnel, with a traffic roadway 20 feet wide from curb to curb, from a point on Cross st, between Hanover and North sts, in the North End of Boston, to an exit between London and Paris sts, at Porter st, East Boston. North st will be widened from Dock sq to the Cross-st intersection.

Traffic circles at entrances to the tunnel are not provided, but the advisability of having one at the East Boston entrance, as suggested by Henry I. Harriman, president of the Boston Chamber of Commerce, and Frederic H. Fay of the Boston Planning Board, was suggested by the Mayor to the Transit Commission. The \$16,000,000 appropriation is not expected to be sufficient to provide any circles.

This morning, Mayor Curley said he favored the Harriman-Fay plan for

the widening of Cross st from Haymarket sq to Commercial st and to Atlantic av, but it will call for an additional appropriation from the Legislature. Mayor Curley will ask the Legislature Committee on Rules to accept the plan, as well as one for a traffic circle at Haymarket sq.

CITY PRINTING SHOWED \$23,000 PROFIT LAST YEAR

Maj. William J. Casey, superintendent of the city printing department, appeared yesterday before the City Council appropriation committee and said the county chiefs do not engage the city printing department while city department heads have work done.

Recently there was criticism of the printing plant by clerk Francis A. Campbell of the Superior Civil Court, and Maj. Casey answered clerk Campbell. He said that years before clerk Campbell took the office the city printing plant did all the work, but the printing department was never asked to give a bid after he assumed charge. He said he has letters of commendation from a large number of department heads praising the class of work and promptness of the city printing plant. The printing department showed a net profit of \$23,000 last year.

GLOBE 4/15/30

MAYOR CURLEY TO ADDRESS MASTER BARBERS' MEETING

Mayor Curley has accepted an invitation to address the annual convention of the Massachusetts State Branch of the Master Barbers Union it was announced last night. The convention will be held Sunday, Aug. 4, at the Elks Hotel.

TRANSCRIPT 4/15/30

Tunnel Plan Signed After Long Dispute

**Mayor Curley Accepts Original
Study of Transit De-
partment**

All Ends Happily

**Fay, Harriman, Sullivan and
Goodwin Receive City
Congratulations**

By Forrest P. Hull

With a few strokes of the pen, Mayor Curley today gave his approval to plans for the construction of a twenty-foot-wide East Boston traffic tunnel, for which the Legislature of last year gave authority to spend \$16,000,000, thus ending a dispute of months. The plans accepted are those originally prepared by the Boston transit department, which fought for them with vigor, with the aid of the Finance Commission, against alternate plans submitted by Chairman Frederic H. Fay of the City Planning Board and Henry I. Harriman of the Metropolitan Division of Planning.

The project will be the greatest which the city of Boston ever attempted, to be compared only with the present East Boston tunnel for electric traffic and the Dorchester rapid transit utility. Property to be taken in the vicinity of the Boston portal and that in East Boston is assessed at \$3,287,774. Among the Boston parcels to be taken are old Police Station 1, Hanover street, and the block in the market district bounded by North and North Market streets and Merchants Row. In East Boston most of the property needed is devoted to tenements.

The Legislature provided for the cost of the tunnel and the approaches within 1000 feet of each portal. The matter of width was left open, but the amount determined upon made impossible the construction of more than one tube. The City Council accepted the act on the last day of June. In September, when Mayor Nichols was ready to consider the matter, the Transit Department had preliminary plans ready. Upon their presentation the two planning boards proposed alternative drawings. Their plans contemplated the Boston portal as between Hanover street and Haymarket Square, while the plans of the Transit Department contemplated the Boston portal between North and Hanover streets.

The three bodies were agreed that eventually the tunnel would need another tube and the planning boards insisted on definitely fixing the location of both tubes at once, while the Transit Department held that the location of the second tube should be determined after

the first had been in use.

Goodwin Slips In

Mayor Nichols finally accepted the locations of the two planning boards, these being involved in the controversial survey tunnel, as against the straight tube of the Transit Department. Chairman Frank A. Goodwin of the Finance Commission stepped into the dispute and after several conferences the planning boards presented another plan, which Mayor Nichols also approved, against the objection of the Transit Department. That plan provided for a straight tunnel, but provided a sharper curve at the approaches, coming out substantially in the same locations.

The matter was left over for Mayor Curley and soon after he assumed office the two planning boards presented a third plan which brought the East Boston location into Central Square and made slight changes in the Boston location. This was a straight tube, but it was rejected by the mayor principally on the ground that the trolleys on Meridian and Bennington streets would provide serious interference with traffic entering and leaving the portal.

Mayor Curley, realizing the difficulty of making a satisfactory settlement of the difficulty, made many inspections of the localities and today he went into conference with Colonel Thomas F. Sullivan, chairman of the Transit Commission; Frederic H. Fay and Henry I. Harriman with the hope of reaching a decision in favor of the transit department's original plans. He was particularly impressed with this study because all persons in interest had agreed that at least two-thirds of the traffic which, it is expected will use the tunnel, will originate on the south and west, therefore eliminating considerable cross traffic.

The Boston entrance is situated on Cross street, between Hanover and North streets. In order to provide an adequate approach it is proposed to widen North street, from North Market to Cross street on the southeasterly side. This will provide a broad avenue direct from the widened Dock square into the mouth of the tunnel.

Tunnel Entrances

The Boston tunnel entrance will be about 600 feet from Haymarket square and the same from Dock square. There will be no circle, the Transit Department and Mr. Goodwin having consistently maintained that with a tunnel providing for only two lanes of traffic, circles were unnecessary.

On the East Boston side the entrance is to be on Porter street, between Havre and London streets, the portal beginning after the tunnel has passed under Meridian street, in order to give no interference with the trolleys. The location is substantially midway between Central square and Chelsea street. Porter street will be widened to 100 feet, between these two points. The plans of the planning boards originally contemplated the portal at the corner of Chelsea and Porter streets, 500 feet twide.

The transit department's plan provides a direct route from Chelsea over the Meridian street bridge and also ample street room from Day square to the tunnel entrance via Saratoga, Bennington, London, Havre, Paris and Chelsea streets.

The tunnel between portals, will be 5443 feet in length and between ticket offices, 6270 feet. It will be built in sections. The two end sections will be constructed by the open-cut method and the center by the shield method under compressed air. It is likely that the first contract will be awarded by the first of next year.

TRAVELER 4/16/30

HUB PROTESTS N. Y. PORT PLAN

**Urges Commerce Board
to Fix Lawful Dif-
ferentials**

WASHINGTON, April 16 (AP)—Charging that the port of Boston was being discriminated against and deprived of the advantages of its geographical location, the city and the Boston port authority today protested to the interstate commerce commission the practice of railroads in supplying free lighteraage and transfer service at the port of New York.

The complaint asserted that the railroads serving the North Atlantic ports have refused to establish lower rates at Boston, where the lighteraage service is not provided, and asked the commission to fix lawful differentials under rates to and from competing North Atlantic ports. The petition also urged that the railroads be required to present the cost of the additional service separately and not as a part of the established freight rate.

BOSTON'S PLEA

"The port of Boston," the petition said, "is located much nearer Liverpool and the European ports than the other North Atlantic ports, and especially the port of New York, and because of the discriminatory rates and because of the failure of the defendants to publish separately the lighteraage charges and the trucking service charges incident thereto and the car floatage charges to and from the said port of New York and because of the preferential rate structure provided for the city of New York, the port of Boston is deprived of its geographical location nearer to the said various ports of England, Europe and other foreign ports."

By assuming this extra cost, the protest said, the defendant railroads charge and receive less compensation from various persons for interstate transportation to and from New York than for a contemporaneous service to and from Boston.

The complaint of Boston relating to the lighteraage charges is practically identical with protests of the state of New Jersey and the New Jersey traffic advisory committee now pending before the commission and set for hearing in New York.

GAlobe 4/16/30

CURLEY URGES GRAIN ELEVATOR IN SO. BOSTON

Before the Ways and Means Committee of the State Legislature, Mayor Curley yesterday urged the construction of a grain elevator on the State property at South Boston. The Mayor told the committee that the construction of the elevator would aid in making Boston a cargo port instead of a port of call.

By Forrest P. Hull

BOSTON city officials say the city has no slums. That is an academic question. Mayor Curley did not take the time to debate it several years ago when he cleaned out one of the most distressing disease-breeding centers of the North End—Webster avenue. The question was not debated as Morton street and Baldwin place yielded to effective city planning, all in the interests of health, comfort and happiness. Boston has the power to clean up other equally distressing sore spots, from the standpoint of health and fire protection, and there are health agencies, such as the Boston Tuberculosis Association, which are awaiting such drastic action.

Take the block, for instance, on the odd side of Kendall street and the even side of Sawyer street, just off Tremont street, Ward 9, a decided Negro ward, which has the highest death rate from tuberculosis of any part of Boston. If you had not been more or less acquainted with the filth of Boston's back alleys in the spring you would hardly believe your eyes as you strolled through an alleyway about five feet in width, and noted conditions, right and left. Tenants who have lived in this block for twenty years say that there has been no regular collection of garbage there in the last two years. The garbage is burned in the stoves or placed with ashes in the back yards, there allowed to accumulate all winter until the city teams come along for the annual spring cleaning. The odor from these yards is so obnoxious that tenants dare not open their windows.

The shocking death rate from tuberculosis among the Negroes was brought to public attention through the tuberculosis survey made by Professor Murray P. Horwood of the Massachusetts Institute of Technology three years ago. It was learned that the death rate here was fully as high as that among Negroes in the Southern States. To investigate the problem and to endeavor to solve it was one of the manifest duties of the Boston Tuberculosis Association, the president of which is Dr. John B. Hawes, 2d. The block chosen was that where the Negro population of the ward was concentrated, the domain whose back yards are here with pictured.

Inadequate Passageways

Instead of having a regular entrance or exit to the alley running down the center of the length of this block. There are only two or three narrow passageways between and under the houses on Sawyer and Kendall streets which permit one to enter or leave the alley. There are no passageways whatever on Shawmut avenue or Tremont street. The only way garbage can be taken from the back yards in the center of the block is by hand or by wheelbarrow through the narrow passageways. It has not been uncommon to find piles of ashes and garbage five feet high in these back yards.

Naturally, as Dr. Hawes and his efficient corps of workers found, there were a few home owners who were careful enough to put their ashes and refuse in barrels and roll them out so that the ash men could collect them weekly; a few have yards that are well kept. But the general story of foulness is still beyond the imagination of those who know not the worst in city conditions of living. That any improvement has been made in this district is due to the regular work of the Boston Tuberculosis Association and to a contest held under the association auspices and that of the Better Homes Association, in which prizes were given for the best back yard improvement. Twenty-four families entered the contest and fifteen took part most vigorously.

There are 218 families in this block, all of whom use the alley and have back yards. The majority of the 109 houses are three stories high, which prevents them from coming under the tenement house law requiring them to have a janitor and to observe certain sanitary standards. The majority of families are transitory. Fifty per cent of the heads of the families were born in the South. Of the total number only thirty-five per cent have children and the striking fact to Dr. Hawes is the small number of children per family, there being only one child in practically forty per cent of the families where there are children. Another striking point is the number of families in which the man is dead or has deserted, two-thirds of the total number of families being supported by the women, while barely one-third have incomes brought in by the father or have an adequate income. It is said that most of the children go to school with the key to the apartment hung round their necks. They come home after school, when their mother is still at work and, except on days when it is possible to play in the street, return to a cold and gloomy home without heat or cheer. Dr. Hawes asks if it is to be wondered at that the death rate from tuberculosis and other diseases is high under such conditions.

Dr. Hawes Summarizes

Summarizing the situation in the block, Dr. Hawes says:

"The unsanitary condition of the back yards and alley bounded by Tremont street, Shawmut avenue, Sawyer and Kendall streets, where there is an accumulation of garbage, ashes, rotten wooden fences and sheds, is not only a menace to health but an insult to decency in this city. The houses have no centralized heating system except in rare instances. The houses are cold, with many leaky roofs greatly in need of repair, many of them are damp, and most of the hallways dark and dirty. The economic situation in these families seems acute. In a very small percentage of homes is the income adequate, in many of the families the women are bread winners, doing an occasional day's work for support. As a result, the majority of children in this block do not have anything like adequate home supervision. Negroes comprise ninety-four per cent of the population in this block. Eleven families give a history of having had a death from tuberculosis within the past eight years, and in seventeen families there is some

member whose condition is such as to render him or her a suspect case.

"I do not wish to give the impression that the Health Department is doing nothing to clean up this situation, but it is handicapped to such an extent, first by the physical impossibility owing to lack of space in the few passageways for adequate garbage and ash collection and second by the lack of funds in the department's appropriation for such work, that some radical measures are needed. The fact that doubtless there are many other blocks, back yards and alleys in the South, West, and North ends of this city as bad as this (they could not be worse) is no argument at all against cleaning up this one."

Dr. Hawes has worked hard to obtain action by the health and fire departments to take the necessary steps, by means of extra appropriations, to meet the requirements of city laws of sanitation and fire menace, but to date there has been no response. There is sufficient law under which the city could act and it may be that concentration of public opinion is the one remedy at hand.

Pending drastic attention by the city authorities the Boston Tuberculosis Association will continue its work of attempting to educate the residents of the block. Miss Hassie A. Towler, a graduate nurse, has been in charge of this movement and she has worked tactfully and efficiently. Cooking classes for the women have been organized and a guild has been formed for the promotion of health education. Another organization, "A Neighborhood Get-Together Association," has been formed, with its aim the improvement of conditions in the back yards and alleys.

"I have no doubt," said Dr. Hawes, "but that there are many other places in this district where the conditions are as bad as they are here, but I am sure that if this block can be taken care of and cleaned up, and the interior made attractive and clean it would have a very stimulating influence upon the owners of other property and those who dwell therein, with the result that this locality will no longer continue to be the one in this city where the tuberculosis death rate is the highest."

TRANSCRIPT 4/16/30

Chief of V. F. W. Arrives in City on Official Visit

Hezekiah N. Duff, National Commander, Welcomed by Gov. Allen and Mayor Curley

Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars, accompanied by Mrs. Bessie Hanken, national president of the Ladies' Auxiliary, is in Boston today for his first official visit and inspection of Government hospitals since his induction into office last year. He arrived at the South Station at seven o'clock this morning from Lansing, Mich., with Mrs. Duff, and was greeted by Past Commander John H. Dunn, State Commander Max Singer and Joseph A. Fern, department councilor, and other organization officials. The party was escorted by motorcycle policemen to the Elks Hotel where Commander Duff was guest at a breakfast given by the local officers.

At eleven o'clock the official party motored to the State House and was received by Governor Allen, who extended the greetings of the Commonwealth and presented Commander Duff and Mrs. Hanken each with a gold seal of the State. Governor Allen also invited Commander Duff to return to Boston for the Tercentenary program.

After leaving the governor's office, Mr. Duff and State Commander Singer were escorted to the House of Representatives where they were greeted by Speaker Leverett Saltonstall. The members of the official party were given seats in the gallery. On motion by a member of the House, a brief recess was called and Commander Duff was presented to the legislators.

In a few words the veterans' commander expressed his gratification on being able to visit Boston and complimented the House as "the fairest legislative body in the country in its attitude toward the veterans."

The party then left the State House for City Hall. Mayor Curley extended the city's welcome and expressed his pleasure in greeting Commander Duff. Saturday Mayor Curley will be host at a luncheon in honor of Commander Duff at the Ritz Carlton Hotel.

Flying Trip to Providence

A series of luncheons and receptions will be interspersed with official meetings and inspections of Government hospitals. Late this afternoon Commander Duff and his party will motor to Providence for a brief visit to the department headquarters of Rhode Island. A banquet and reception will be given in that city tonight after which he and the party will leave immediately for Boston. Tomorrow, because it is Good Friday, only visits to the Chelsea Naval Hospital and the Bedford and Rutland Veteran Hospitals will be made. Tomorrow night, however, he will officiate at a meeting of the council of administration of the department of Massachusetts.

On Saturday, for which a continuous round of events has been arranged Commander Duff will join with the vet-

erans of Massachusetts in the celebration of Patriot's Day. At exercises in North square, Copp's Hill and John Eliot square, Roxbury, Commander Duff will speak. Immediately following will be Mayor Curley's luncheon.

Later in the afternoon chairmen of all Poppy Drive committees will attend a meeting at which the guest will outline his plans for this year's drive, during which the organization expects to dispose of more than six million of the emblematic flowers made by the disabled veterans in hospitals throughout the country. On Saturday night, Veterans of Foreign Wars and members of the Ladies' Auxiliary, numbering nearly fifteen hundred, with prominent State, city, Army, Navy and veteran organizations' officials, will greet Commander Duff at a banquet and reception in the main dining room of the Elks' Hotel.

Governor Allen was host at a luncheon to Commander Duff at the Parker House at which State and city officials, Army and Navy officers and Federal Department executives were guests. In addition to the governor and Commander Duff, speakers included State Commander Singer, Mrs. Hanken, Mrs. O'Keefe, Mayor Curley and Lieutenant Governor Youngma. At the head table also were D. R. Winter, Herbert Parker, Major General Alfred E. Foote, Brigadier General Merriwell Walker, Speaker Leverett Saltonstall of the House of Representatives, President Gasper G. Bacon of the Senate, Rear Admiral Philip Andrews, U. S. N., Lieutenant General Edward L. Logan, Rev. Wallace Hayes and Attorney General Joseph E. Warner.

HERALD 4/16/30

CURLEY TO SPEAK ON DOCTORS' DAY

Will Be Heard at Testimonial to Old Practitioners

Mayor Curley will represent the city of Boston at the testimonial dinner and tercentenary tribute to the old family doctors of New England on New England Doctors' Day, it was announced this morning by the New England Medical fund which is sponsoring the plan to pay homage to the veterans of the medical profession on April 30.

The mayor will be one of the speakers at the luncheon at the City Club, and it is expected that it will be his voice which will extend to the distinguished visitors the welcome of the city. It is hoped that Governor Allen may also attend the luncheon, and speak. Other speakers include Dr. George H. Bigelow, Massachusetts commissioner of public health; Dr. Alfred Worcester of Harvard University, and Dr. Roger I. Lee, chairman of the doctors committee, which will take care of the guests of the day. Former Gov. Channing H. Cox, general chairman of the center, will preside at the luncheon.

TRAVELER 4/16/30

COUNCIL EXPECTED TO ACCEPT BUDGET

No Reduction in Appropriations Looked For

Adoption of the appropriation budget as submitted by Mayor Curley will be recommended to the city council Monday by the committee on appropriations.

No reductions in any account will be recommended by the committee and unless an unlooked for development occurs, the budget will be accepted in its entirety.

Completion of the examination of the budget by the council committee yesterday was followed by a statement by Laurence Pratt, secretary of the Good Government Association, in which he unqualifiedly complimented Mayor Curley and referred to the budget as "water tight."

Pratt took occasion, however, to suggest that opportunities to improve municipal service might be recognized next year. He called attention to the inadequate elevator service in City Hall and asserted that a great deal of space which can easily be utilized for other purposes is given over to stairways. He proposed the establishment of satisfactory elevator service as a vital City Hall need.

Pratt also suggested that it would be economical for the city to maintain a permanent staff of painters and end the practice of hiring workmen whenever a department is in need of them.

He spoke of the opportunity, based on unexpended balances in budgets of recent years, to reduce the appropriations for the police and hospital departments and suggested that the municipal navy might provide more satisfactory service if the "three tubs" which are now in use should be replaced with two fast boats which could be used by all departments in any way dependent upon the municipal fleet.

GOODWIN ASKS SCHOOL BOARD BE ABOLISHED

Wants Better Probe of Educational System

Abolition of the school committee and the establishment of a board whose members will be able to concentrate upon school business and not be compelled to reply entirely upon the advice of educators was suggested by Chairman Frank A. Goodwin of the finance commission, today, as a probable recommendation of an unprejudiced investigation of the school department.

ADDITIONAL \$10,000

To the city council committee on appropriations Goodwin explained that Mayor Curley had recommended an additional \$10,000 in the appropriation for the finance commission to make possible an investigation of school matters.

Goodwin blames the superintendent

of schools and his subordinates, who compose the board of apportionment, for the gross waste of funds in the construction of school buildings, and while he admitted that an investigation of the educational branch of the department might be productive of inestimable benefit to the taxpayers he declared that the influence which is wielded by the National Educational Association over educators precludes the possibility of an investigation by educators of the school system.

He told the council that the recent survey which cost \$27,000 was made by educators, who not only "found a terrible situation in the schoolhouse commission but also seriously criticised the educational end."

"From what I know, I'd say that it is about time to investigate the educational end of the schools. It is hard to get any competent persons to make such an investigation. The educators will wrap the old gag around them and cry 'Our children have got to be protected.'

BLAMES N. E. A.

"It is hopeless to expect educators to make an investigation. The N. E. A. is the greatest organization in the country. They have the educators all tied up. It is impossible to get educators outside of their influence. And always educators recommend a broadening rather than a curtailing of educational activities."

"Go over to the East Boston high school," he said, "and look it over. On the first floor there are 50 lathes. There has been \$110,000 spent for shop equipment and a large part of the school is taken up for industrial education."

"There are 60 wooden buildings in use. Thirteen are more than one story high and without fire escapes, which, I think is contrary to law. There are 84 second class buildings without fire escapes which is contrary to law and there are 21 buildings with halls above the first floor without fire escapes which is also contrary to law and there are 56 schools with sanitary systems which are prohibited by law."

TOO MUCH TRADE WORK

"Instead of remedying these conditions, they are building swimming pools, hothouses and factories. They are turning out journeymen while the streets are filled with unemployed."

"Look at the Michelangelo school in the North End. Look at the Moon street school with 17 classes, a building unfit for use. Nothing has been done to relieve this condition but \$350,000 was appropriated for a theatre for the people of the district in the Michelangelo school."

"The Board of Apportionment say that they never recommended this project. The School Committee members have said that they never knew of conditions in the Moon street school."

"On Camden street, property was bought and \$216,000 was spent but it has been decided that there is no need of a school. Land was bought at the High School of Practical Arts and \$60,000 was spent but now there is no need of a building."

PROJECT ABANDONED

"In 1923 \$101,000 was spent for an annex to Mechanic Arts high, in spite of the fact that there was a falling off in attendance because of the trade shops established elsewhere. Of this sum, \$96,441 was spent and now the project has been abandoned."

"In addition, there is ventilating equipment which represents an expenditure of \$3,000,000, which the teachers refuse to use."

"It might be advisable to look into the pay-rolls, even though such an inquiry would be described as 'terrible,' but it is about time that somebody looked into it."

Goodwin denounced the activities of the master of the girls' high school, whom he accused of campaigning to force a new \$1,500,000 building, and he accused the master of going to the fire department to have the building declared unfit for use.

He admitted inability to explain why the \$75,000 swimming pool in the Roxbury high school has never been used.

He intimated that he was satisfied that the marked increase in the number of special classes has been due to a decrease in the number of pupils in regular classes and the adoption of a system of splitting classes and terming them "specials" to avoid transfer of teachers.

At present plans are in preparation for buildings to cost \$8,000,000. Goodwin blamed the superintendent of schools for the faults of the construction program. He declared that the superintendent without knowledge of the school committee sends a "letter of accommodations" to the schoolhouse department and that plans for buildings are based upon the superintendent's recommendations.

HURLEY SEES NO ATTACK ON SCHOOL COMMITTEE

Chairman Joseph J. Hurley of the school committee, when informed of Frank A. Goodwin's statement regarding the school committee, said:

"I see no reason why I should make any statement at this time. These are the very things I have been talking about regularly. The school committee at its next meeting, Monday night, will on my motion, take drastic action on the whole matter of the trade shops."

"I do not construe Mr. Goodwin's attack as one upon the school committee, but rather as one upon the superintendent and the board of superintendents."

It was not possible to reach other members of the school committee this afternoon nor Supt. Jeremiah Burke.

FIVE FIREMEN ARE COMMENDED

O'Hara of Engine 25 Helped Catch Suspicious Person

The following commendations were announced today by Fire Commissioner Edward E. McLaughlin and promulgated in a general order given out by chief of the department, Daniel A. Sennott:

Apparatus Operator Cornelius J. Sullivan of Engine Company 3 is hereby commended for responding to and working at fire Box 1634, March 21, 1930, while off duty.

Hoseman John H. McCarthy of Engine Company 45 is hereby commended for responding to and working at fire on Allandale street, still alarm, April 1, 1930, while off duty.

Apparatus Operator William J. O'Hara of Engine Company 25 is hereby commended for assisting the police department in the apprehension of a suspicious person Thursday, April 2, 1930.

Ladderman Edward H. Mulvey of Ladder Company 25 is hereby commended for responding with the members of ladder company 16 an assisting them in the use of an inhalator and in the application of the prone pressure method of resuscitation on April 6, 1930, while off duty.

Lt. William J. Marshall of Engine Company 31 is hereby commended for responding to and working at fire Box 6187, April 7, 1930, while off duty.

LAUDED BY CURLEY

Bay State Congressmen Get Message

Praising Tariff Efforts

A congratulatory message to Massachusetts senators and representatives was sent by Mayor Curley yesterday after news dispatches from Washington indicated that a duty on shoes is likely to be adopted.

"I beg you will accept," the message read, "as a member of the Massachusetts delegation in the Congress of the United States, of hearty congratulations upon the success achieved in the committee on conference in the establishment of such protective schedules as are necessary for the preservation of the shoe industry as set forth in press dispatches this day."

Elaborate Program at Airport Will Precede Start Of Herald Plane

Arrangements were completed yesterday for one of the most elaborate ceremonies ever staged at the East Boston airport, including an outstanding broadcast of great interest, which will precede the take-off of the plane New Arbelia at 11 A. M. Saturday for a 6000-mile flight sponsored by The Boston Herald in the interests of the Massachusetts Bay Tercentenary and the American Legion convention to be held here in October.

From two grandstands decked with flags and bunting leaders of the city and state, representatives of military and patriotic organizations and distinguished guests will tell of the plans for the 300th anniversary celebration here and wish Godspeed to the plane, which will carry the message of the state to 22 states and 67 cities.

The entire program will be broadcast from 10:20 until 11 o'clock Saturday morning direct from two grandstands on the field over stations WBZ and WBZA. The plane New Arbelia will be placed between the two grandstands so that the hum of her motor on the take-off will be heard as the last thing on the program.

There will be plenty of music in the broadcast of the takeoff ceremonies, and one of the two bandstands will be filled with a group of musicians who will play selections appropriate to the occasion. Two formations of three planes each will take off with the Arbelia as her official escort. All other planes of the escort squadron of 40 will be in the air before 11 A. M.

Carroll J. Swan, president of the American Legion National Convention Corporation, as master of ceremonies will open the program with an announcement at 10:20 A. M., to be followed by Brig.-Gen. William E. Pew, chairman of the Salem tercentenary committee, who will speak briefly on the significance of the flight of the New Arbelia.

Herbert Parker, president of the Massachusetts Bay tercentenary commission, will then extend an invitation to all the citizens of this state to cooperate in the celebration. John J. O'Connell, commander of the Massachusetts department of the American Legion, will then talk on the national convention to be held here next October.

Distinguished guests, each of whom will speak briefly will be Mrs. Stephen P. Hurd, Massachusetts state regent of the Daughters of the American Revolution; former Mayor John F. Fitzgerald, chairman of the mayor's tercentenary committee; Maj.-Gen. Clarence R. Edwards, honorary president of the American Legion convention committee; Rear Admiral Philip Andrews, former commandant of the first naval district; Lt.-Col. W. T. Hoadley of the United States Marine Corps, and Brig.-Gen. M. L. Walker, U. S. A.

Mayor Curley in his address will cover the subjects of Boston's part in the tercentenary and the importance of the national convention of the American Legion.

Gov. Allen, the next speaker, will take for his subject, "What the Tercentenary Celebration Means to the Nation." His address will conclude the formal part of the ceremonies and will be followed by the christening and

launching of the new Arbelia and the sound of her motors as she soars off toward the west. Russell Boardman, the pilot, will speak briefly just before he steps into the cabin.

TO CHRISTEN PLANE

Five-year-old Dudley Kenyon, a direct descendant of Gov. John Winthrop, first Governor of Massachusetts Bay Colony and of Gov. Thomas Dudley, second leader of the colony, both of whom were passengers on the original Arbelia, will christen the airplane New Arbelia Saturday just before she takes off for a 6000-mile flight sponsored by The Boston Herald in the interests of the Massachusetts Bay Tercentenary and of the American Legion.

She will wear a Puritan costume exactly like that worn by her great grandmother Mary Winthrop, when she names the plane which is to carry the 300th anniversary message of this state to 22 other states and 67 cities.

Officials and others who will be present are as follows:

AMERICAN LEGION CONVENTION CORPORATION

President, Col. Carroll J. Swan and family.
Executive secretary, John Crowley and family.
Chairman, finance committee, Gasper Bacon and family.
Comdr. O'Connell and all vice-commanders and families.

MASSACHUSETTS BAY TERCENTENARY, INC.

Honorable Herbert Parker and all members of the Massachusetts bay tercentenary commission.
Acting president, John Jackson Walsh and family.
Executive director, Albert Rogers and family.
Chairman of the publicity committee, Alden H. Kenyon and family.
Assistant to the executive director, Frank Prescott and family.

MAYOR OF BOSTON'S TERCENTENARY COMMITTEE

John F. Fitzgerald and family, chairman of committee.
Chairman radio commission, Dean Archer and family.
Chairman of executive committee, Frank C. Brown and family.
J. Phillip O'Connell of the mayor's office and family and guests he will suggest.
Director of publicity for city of Boston, Mr. Thomas A. Mullin and family.
Such members of the Governor's staff and mayor's organization as requested.
President of the cities and towns tercentenary conference, Prof. Beals and family.
Secretary cities and towns Tercentenary conference, Everett B. Merri and family.
President of the D. A. R., Mrs. Stephen F. Hurd.
Maj.-Gen. Clarence R. Edwards.
Gen. William Pew (Speaker) and family.
Chairman of the airport committee, Frederick Ames and family, and all members of the airport committee.

AIRPORT FLIGHT COMMITTEE

Chairman, Frederick Ames.
Vice-Chairman, charge of distinguished guests, T. G. Holcombe, representative of National Aeronautical Association.
Vice-Chairman in charge of securing and scheduling planes, Capt. LeRoy Fonton de Arce.
Vice-chairman in charge of field arrangements, Capt. A. L. Edison.
Lt.-Col. Rush B. Lincoln, U. S. Army Air Officers, Army Base.
R. F. Raymond, Jr. M. N. G.
Lt. J. A. Wilson, U. S. A.
Capt. George Lusk, O. R. A. M. N. G.
Frank LeMann.
Charles H. Mills.
Waldo H. Brown.
Crocker Snow.
Olcott Payson.
Henry Timken, owner of official escort plane.
Maj. Dwight R. Winter of Springfield.
Charles A. Frazer, chairman reception committee, Springfield.
Sherman Bowles, chairman Springfield reception committee.
John D. Copeland.
Maj.-Gen. Thomas F. Foley, chairman Worcester reception committee.
James Whittall of Worcester.
Robert Lincoln O'Brien, Jr., state supervisor of aviation.
Maj. Bartlett Beaman, O. R. C. M. N. G.
Lt. Greer, N. S. navy.
T. B. Eastland, Jr., secretary of the Harvard Flying Club.
Maj. Johnson, U. S. navy.
Maj. Boutwell, M. N. G.

Gov. Allen, on the Mound, Shows Excellent Control

After the march to the flagpole yesterday, Governor Allen shed his overcoat and borrowed Heinie Wagner's cap and took his place on the pitching mound. Behind the plate was Major Lynch, acting for the Mayor. The Governor warmed up with several throws and his control was pretty good until a hitter stepped up to the plate and then he threw for the photographers and was what could be called extremely wild. The Major has not lost the baseball ability he has often used and caught like an old timer.

POST 4/16/30

LEGION MEN MAY NAME OWN ROUTE

Can Parade on Any
Streets They Choose
on Oct. 7

Free rein will be allowed the American Legion in selecting a route for its 10-hour parade of 70,000 veterans here on Oct. 7, Acting Chairman John J. O'Callaghan of the Board of Street Commissioners revealed late yesterday at the public hearing called at City Hall to adopt an uptown parade route for public celebrations.

FOR OCT. 7 AS HOLIDAY

Representatives of the Legion, including Dr. William H. Griffin, past State commander; Lieutenant-General Edward L. Logan, and Chairman Joseph J. Hurley of the school committee, with Traffic Commissioner Joseph A. Conry and Colonel Thomas F. Sullivan, chairman of the transit commission, insisted that the legionnaires should not be barred from parading in the downtown business district if necessary.

At their request, Daniel Bloomfield, manager of the retail trade board of the Chamber of Commerce, offered to present to the merchants of the city the proposal to consider Oct. 7 as a business holiday.

May Hold Parade at Night

He stated that the merchants were anxious to co-operate with city and State officials in every way to celebrate the 300th anniversary birthday party of Massachusetts colony, but urged the street commission to adopt officially a standard parade route for other processions which will not invade the narrow winding streets of the downtown business district, tying up traffic.

That most of the tercentenary exercises will be held on Saturday in July and August when the downtown stores are closed was revealed by General Logan, who announced that the municipal tercentenary committee is considering the proposal to hold the Boston day parade on a Saturday in August, instead of the official day, Wednesday, Sept. 17. He disclosed that the committee had gone so far as to consider holding the Sept. 17 parade at night, so as not to interfere with traffic during business hours.

Protesting against the uptown route which would start at Roxbury Crossing, Colonel Sullivan declared that no large parade could form there with the side streets blocked off by the railroad tracks.

Chairman William P. Long reported that the Park Commission was opposed to any parade using Commonwealth avenue between Governor square and the Common. It would spoil the grass,

shrubs and trees on the reservation, according to the commissioner, to have thousands of spectators milling about.

Schoolboy Parade June 6

Deputy Police Superintendent Thomas F. Goode, in charge of traffic enforcement, agreed with Colonel Sullivan on the Back Bay route, stating that it was the best route in the city.

Chairman Hurley of the school committee with Deputy Superintendent Patrick T. Campbell and Frederick L. O'Brien, associate director of physical education, reported that the schoolboy cadets would hold their parade on Friday, June 6, adding that Mayor Curley was agreeable to the use of Tremont street by the cadets.

After the majority of the speakers at the hearing agreed that the Legion parade would be something special that should not be governed by general restrictions, the Street Commission took under advisement the question of selecting a uniform uptown route for other parades.

HERALD 4/16/30

OUR MARKET LEASES

The men doing business in Faneuil Hall and Quincy Markets have been tenants at will since Oct. 1, pending the adjustment of their application for a reduction of rentals. On the basis of the report rendered by the "jury" of three men appointed some weeks ago to investigate the situation, the City Council has ordered a reduction of 35 per cent. This "jury" included representatives respectively of the Mayor, the Finance Commission, and the marketmen. It is proposed also that the term of the leases shall be cut in half, running for five years instead of ten. If now the Mayor signs the Council order, as he is expected to, our markets will do business under conditions more favorable than those which they have endured for several years past.

There were investigations of the leasing system in 1909 and again in 1919. The first resulted in an increase in rentals of 12½ per cent., the leases to run ten years. The second brought about another increase, this time of 15 per cent., with the same leasing term. The marketmen last fall asked for a straight cut of 50 per cent. It is agreed on all hands, however, that a reduction ought to be made, while differences of opinion as to its amount persist as might be expected. The award of 35 per cent. will be satisfactory to the lessees and, we trust, to the city. There is no difference of opinion as to the justice of the reduction in the lease period. Conditions change so rapidly that five years these days is a long time.

HERALD 4/16/30

WAR DEPT. TURNS DOWN N. E. MOTHERS

Say Plan "Not Practicable" to
Embark Gold Star Women

Despite the efforts of both Gov. Allen and Mayor Curley, there seems little chance, if any, of Massachusetts Gold Star mothers and those of other New England states, embarking from Boston on their pilgrimage to France to visit the graves of their soldier dead.

In letters to Mayor Curley, received yesterday, from the War department and the United States lines, it is explained that the Gold Star mothers will be divided into groups according to the cemeteries they are to visit and that the War department does not believe it would be practicable to extend invitations to all Massachusetts women to sail on the same ship.

Both the mayor and Governor, however, made further appeals yesterday. The mayor sent a letter to Acting Secretary of the Navy Jahncke, setting forth that there is no reason why Boston should not be a port of embarkation and that in view of the fact separate ships have been provided for the Negro Gold Star mothers, he is of the opinion separate ships could be assigned to New England mothers in order that they may sail from Boston.

Gov. Allen wrote a special appeal to Secretary of War Hurley in which he cites "there is very strong feeling in Massachusetts, which I know is shared by the other New England states, that the convenience and comfort of the mothers in this section should be indulged to the extent of allowing them to embark from the port of Boston."

"Boston is of much easier access to them than is New York," the appeal continues, "and I cannot conceive that the United States Lines, more than any other steamship line, would be greatly inconvenienced by stopping at Boston. Boston has a sentimental interest in this matter."

MAJOR PLEADS FOR PORT DEVELOPMENT

Major Curley yesterday made an urgent plea for favorable action by the House ways and means committee on the resolve seeking authority to investigate the advisability of constructing a grain elevator on state property in South Boston. At a hearing on the measure he maintained that no step would be of more benefit to the city and state than the promotion of port facilities.

Erection of the proposed elevator, already urged by Gov. Allen, would re-establish the port of Boston, Major Curley said, as a cargo port rather than a port of call. In 20 years, he pointed out, there has been a decline of exportation of grain from Boston from 18,000,000 bushels to 3,900,000 bushels, due to the system of differentials set up by the interstate commerce commission.

Erection of the elevator, he said, would partly overcome the objections to the differential, while in addition an investment in it of \$1,000,000 would provide benefits from the investment of \$75,000,000 for the development and improvement of the Welland canal by permitting Boston to take advantage of its facilities indirectly.

ALLEN URGES BOSTON SAILING FOR MOTHERS

Writes Secretary Hurley
Concerning Pilgrimages

Points Out Gold Star Group Then
Would Follow Sons' Route

Gov Allen yesterday sent to Secretary of War Hurley a letter urging that the mothers from this section of the country who are soon going to France to visit the graves of their sons may be permitted to embark at Boston and not compelled to go to New York.

The Governor's letter follows:

"My dear Mr Secretary:

"In connection with the contemplated pilgrimage of American Gold Star Mothers to visit the graves of their soldier dead in France, there is very strong feeling in Massachusetts, which I know is shared by the other New England States, that the convenience and comfort of the mothers in this section should be indulged to the extent of allowing them to embark from the port of Boston.

"Boston is much easier of access to them than is New York, and I cannot conceive that the United States Lines, more than any other steamship line, would be greatly inconvenienced by

stopping at Boston. Boston has a sentimental interest in this matter. This city was, as you will recall, the military headquarters of many of the New England regiments which suffered severely in the war service. It was a port from which many of these boys embarked on their last voyage. Those noble and patriotic mothers in connection with this historic pilgrimage would, if allowed this courtesy, traverse the identical route of their sons from the family homes to Flanders Field.

"The people in this section are so deeply concerned about this matter that I feel impelled to write you and earnestly ask if arrangements cannot be made whereby the New England Gold Star Mothers may sail from Boston. We look to you in confidence to exercise your good offices in the matter.

"With high personal regards, I am
"Very sincerely yours,
"Frank C. Allen."

U. S. LINES IS READY IF NUMBER SUFFICIENT

The United States Lines will be glad to have one of the "Gold Star Mother Ships" sail from Boston, if it were possible for Washington to arrange to assemble a sufficient number of Gold Star Mothers to warrant one of the ships calling at this port, according to a letter received by Mayor Curley yesterday from J. E. Andrews, assistant to the executive vice president of the corporation.

Mr Andrews added, however, that the War Department does not believe it would be practicable to extend invitations to all the women from Massachusetts to sail on the same ship.

Mayor Curley wired Patrick J. Hur-

ley, Secretary of War, telling of Mr Andrews' communication and stating that, in view of the fact that the War Department had experienced no difficulty in providing separate ships for the colored Gold Star Mothers, it should not be difficult to provide separate ships for the New England mothers to sail from Boston.

TEST BOSTON THEATRES FOR FIRE PREVENTION

In an effort to prevent any possible disaster from fire in moving picture theatres in Boston Mayor Curley is having the Fire Department make tests of all curtains and sound box screens. Yesterday in his office Fire Chief Sennott appeared with clips taken from every movie house in this city.

The fire chief in the presence of the Mayor put lighted matches to the various clippings from curtains and sound boxes and what happened in some cases did not please the Mayor. He ordered a complete investigation and Fire Commissioner McLaughlin has been directed to sit in with the fire chiefs and make additional tests.

Following the tests the Fire Commissioner and chiefs will have a conference with representatives of every movie house in the city. Mayor Curley also directed Fire Chief Sennott to look into storage of X-ray film, storage of film generally and examine the projecting booths.

CURLEY SUPPORTS SUBWAY EXTENSION

Confers With Committee
Considering Bill

Willing to Go Far to Save Measure
From Being Defeated

Mayor Curley of Boston had a conference at the State House yesterday with the Legislative Committee on Metropolitan Affairs in regard to the extension of the Boylston-st subway to points on Commonwealth av and Beacon st beyond Governor sq, in this city.

The committee has before it a bill providing for such extensions, but the act provides that, if the Boston Elevated does not earn enough to pay the rental on them, the deficit shall be met by the cities and towns in the Metropolitan Transit District. The municipalities which would be affected by that provision argued strongly against it at the earlier hearings of the committee, and the understanding is that some of its members were impressed by the arguments advanced on that side.

Mayor Curley was asked yesterday whether he would be willing to have the city of Boston assume the burden of any possible deficit which might arise from the operation of the extension. The Mayor said he did not believe Boston should be called on to pay the whole deficit, if there was one, but he indicated that he might go as far as that if he had to do it in order to save the bill.

Other provisions of the bill were discussed yesterday, but the deficit was the important matter. Mayor Curley urged that construction should begin as soon as possible, not only for the sake of the car-riders but also so that men might be employed during this time of depression. It is said he insisted on the insertion of a provision that the work shall be done by day labor.

The Legislative Committee will have another meeting on Thursday, and it is believed that a unanimous favorable report will be made on the bill if it is amended so as to provide that any possible deficit shall be met by Boston. The understanding is that there will be several dissenters if the bill is reported with the provisions that all of the cities and towns in the transportation district shall meet the deficit.

The Legislative Committee met yesterday in executive session. In addition to Mayor Curley, the following were at the conference: H. Ware Barnum, counsel for the public trustees of the Boston Elevated; Thomas F. Sullivan of the Boston Transit Commission; and Samuel Silverman, corporation counsel for Boston.

GOVERNOR'S ISLAND MAY FIGURE IN AIRPORT PLAN

Chairman William P. Long of the Park Department appearing on behalf of his budget items before the City Council Committee yesterday, declared there is an excellent prospect of the Federal Government turning over Governor's Island to the city to be used as part of the airport plans. He also said Gov Allen appeared favorable to the proposal to turn over 40 acres of State land to the airport.

Under the terms of the new measure to be sent to the Legislature regarding the land, the city would get the 40 acres which would permit of the airport having an A-1 rating. He said the field would then be extended 125 feet towards Governor's Island and a hydroplane base would be built.

From the airport to Governor's Island is 3000 feet and when the island is ceded back to the city, Commissioner Long said the island would be graded and the material used as a fill between the airport and the island. It will add 300 acres to the airport. The airport now contains 87 acres and there is opportunity for a fill between the bulkhead and Wood Island of 50 additional acres.

GLOBE 4/16/30 PROPOSES HOLIDAY FOR LEGION PARADE

Bloomfield for Agreement
to Close Stores Oct 7

70,000 Are Expected in March—
City Hall Hearing on Route

Daniel Bloomfield, manager of the Retail Trade Board of the Chamber of Commerce, at a public hearing in City Hall yesterday offered to present to the merchants of the city the proposal to declare Oct 7 a business holiday. That is the date scheduled for the parade of 70,000 American Legionnaires.

Legion representatives, including Lieut Gen Edward L. Logan, Dr William H. Griffin, past State Commander, and Col Thomas F. Sullivan of the Boston Transit Commission, Traffic Commissioner Joseph A. Conry and Chairman Joseph J. Hurley of the School Committee insisted that the Legionnaires include the business district in the parade route, if that be necessary.

Mr Bloomfield urged the Street Commissioners to adopt a parade route for other organizations than the Legion event of Oct 7; said route to be so planned that it will not pass through the narrow, congested streets of the business district. He said that the merchants are anxious to cooperate in every way with the State and city officials in the Tercentenary anniversary events.

To Give Them Free Rein

Acting Chairman John J. O'Callaghan of the Street Commission, said after the public meeting that the Legionnaires would be given free rein on the parade route for their great turnout.

Boston Day, one of those to be celebrated in the Tercentenary program, is Sept 17, but according to remarks of Gen Logan the Boston Tercentenary Committee is considering the proposal to observe Boston's Birthday on a Saturday in August, rather than Sept 17. If the Boston Birthday parade is

new on Sept 17, it is believed that it will be held at night.

As matters now stand it would appear that most of the exercises pertaining to the Tercentenary would be observed on Saturdays during July and August. On those days downtown stores for the most part are closed. A proposal to start the Legion parade at Roxbury Crossing and send it over the so-called uptown route met objection from Col Sullivan, who said there was no opportunity there to form a parade because side streets are blocked by the railroad. The event he said would draw from the Canadian border to the Rio Grande; attract 1,000,000 persons and that Boston might just as well make up its mind to give the Legionnaires the city for the day. Traffic rules and regulations, in the opinion of Col Sullivan, would not stop the throng.

Governor Sq to the Common

The route has not yet been decided upon, but it is said the Legion committee has practically decided upon Massachusetts av or Governor sq for a starting point and proceed down Commonwealth av, Arlington, Beacon, Park to Tremont st and around the Boston Common.

Chairman William P. Long objected to using Commonwealth av, as thousands of spectators who would seek vantage points on the reservation would destroy grass, shrubs and trees he said.

Col Thomas F. Sullivan and Deputy Police Supt Thomas F. Goode approved the Back Bay route via Commonwealth av.

RECORD 4/16/30 ALLOW LEGION TO CHOOSE OWN PARADE ROUTE

The American Legion will be allowed to select its own route for its parade on October 7. Acting Chairman John J. O'Callaghan of the Boston street commissioners announced yesterday at a public hearing at City Hall.

The hearing was held to give a chance for arguments on a plea by the retail trade board of the Chamber of Commerce that an uptown standard route be selected for the many parades Boston will see this year.

Prominent Legionnaires and others argued for free rein for the Legion parade, which will be winding through the streets for 10 hours or more, with 70,000 marchers in line.

Manager Daniel J. Bloomfield of the retail trade board, who argued forcibly for an uptown route for all the other parades, offered to suggest to the merchants of the city that October 7 be a business holiday.

TRAVELER 4/16/30

Making Air Safe from Politicians



JUST because some politicians start waving the American flag and making the eagle scream is no reason we should become perturbed about the demand made by the city council that Capt. Albert L. Edson, superintendent of the East Boston airport, explain "why he bars naval reserve airmen from the field."

Capt. Edson is right. He knows more about flying than the city council will ever know. The facts are that naval flying students have been practising landings at the East Boston airport. That is all very well when things are quiet, but when business is going on, Capt. Edson has every right to bar them.

The navy uses the field merely as a guest. The national guard and the commercial companies who pay for the use of the field have first rights. There are times when operators having a right to use the port are forbidden to do so because traffic is heavy. Then why should the navy object, particularly when it is simply a guest?

Navy fliers want to use the port to practise landing. That means gliding down, touching the ground and hopping off, again and again. This interferes with regular business. There are other flying fields which the navy might use and at the same time learn more about landings.

Chairman Long of the park commission and Capt. Edson are doing a good job at the airport and should be unhampered by petty political interference. President Lynch of the council might better have telephoned to Capt. Edson rather than burst into print with a ridiculous "demand."

First Sedgwick Medal Goes To Veteran Health Officer

Dr. Chapin of Providence, Over 80, Honored at
Institution Reunion—Notables
Speak at Banquet

Surgeon-General Hugh S. Cumming of the United States public health service awarded the Sedgwick memorial gold medal for outstanding achievement in public health to Dr. Charles Value Chapin of Providence at the banquet and ball of the New England Health Institute at the Hotel Statler last night. Dr. Chapin, who is more than 80 years old, is the oldest acting health officer in this country.

Surgeon-General Cumming extolled the work of the veteran physician on behalf of humanity and declared it fitting that he should be the first recipient of an honor which will be awarded each year for meritorious health work.

In addition to Surgeon-General Cumming, other prominent speakers were Dr. Livingston Farrand, president of Cornell University; Dr. Herman Bundeson of Chicago, coroner of Cook county; Leverett Saltonstall of the Massachusetts House of Representatives, who welcomed the physicians and surgeons to the commonwealth on behalf of Gov. Allen, and Dr. Charles F. Wiliinsky, who represented Mayor Curley and extended the greetings of the city.

Dr. George H. Bigelow, commissioner of public health of Massachusetts, presided. Representatives of the health departments of all the New England states attended and physicians were present from many parts of the country.

AT THE HEAD TABLE

Among those seated at the head table were C. M. Hilliard of Simmons College, Harold W. Slocum of the New England conference on tuberculosis eradication, Robert S. Weston of Boston, Miss Elizabeth Ross of Brookline, Leroy M. S. Miner, dean of the Harvard University dental school; Miss Gertrude W. Peabody, Dr. C. E. A. Winslow of Yale University school of medicine, Lester A. Round, director of Rhode Island public health commission; Dr. Charles F. Dalton of Vermont, Dr. Roger I. Lee of the public health council, Dr. Livingston Farrand, Dr. Bigelow, Dr. Herman N. Bundeson, Dr. Cumming, Dr. Milton J. Rosenau, Dr. C. F. Kendall of Maine, Dr. Stanley H. Osborn of Connecticut, Bertha Allen of the State Nurses Association, Dr. Charles Macfie Campbell, Harriet Bartlett, Dr. Wilson G. Smillie of Harvard University, Dr. Francis G. Curtis and Dr. Samuel C. Prescott of M. I. T.

After extending the commonwealth's greetings, Speaker Saltonstall said that Massachusetts this year was taking pride in the observance of the Tercentenary of the founding of Boston. "Yet in the midst of our celebrations," he said, "we are not unmindful of the debt we owe to our ancestors. We realize full well what they have done for us in the field of the material, the intellectual, and the spiritual, during those eventful 300 years.

"It is no matter to be taken lightly—the responsibility of accepting and passing on this heritage untarnished.

and perchance, adding our mite to its lustre."

The day marked the second of the institute at the Hotel Statler and scores of surgeons and physicians delivered addresses, followed by general discussion of the subjects. Late in the afternoon Dr. Frederick A. Washburn, director of the Massachusetts General Hospital Eye and Ear Infirmary, discussed the care of people of moderate means in time of illness.

TYPHOID CARRIERS

Dr. Lloyd Arnold of the University of Illinois said that chronic carriers of typhoid are more persistent carriers during hot weather and when they are not properly nourished.

Dr. Henry D. Chadwick said tuberculosis should be considered one of the serious diseases of children. "It causes the death of more boys and girls under 15 years of age than either whooping cough, measles, scarlet fever or diphtheria, and cripples and maims many others," he said. Boys and girls below the age of 20 who were known to have childhood type of tuberculosis, he said, should be advised to avoid strenuous exercises and competitive games.

Other speakers during the day were Dr. Murray P. Horwood, Dr. Raymond S. Patterson, director health education, Life Conservation Service, John Hancock Mutual Life Insurance Company; Dr. L. A. Sexton of the American Hospital Association, Dr. W. Irving Clark of Worcester, Dr. R. C. Williams of Washington, Dr. Donald T. Fraser of Toronto, Dr. John J. McNamara of Lowell, who discussed Lowell's diphtheria immunization campaign; Dr. Haven Emerson, Dr. Harrison P. Eddy, Dr. J. F. Rogers of Washington, Abel Wolman of Baltimore, and many others.

Mayor Curley's aid toward introduction and promotion of the Schick and toxin-antitoxin tests for school children was highly praised by Dr. John A. Ceconi, Boston's director of school hygiene. "Not only did Mayor Curley come to our assistance," he said, "when the fight was going strongly against us, but he called a conference of the mayors of 38 other Massachusetts cities at which he himself thoroughly explained to the visitors the worth and wisdom of this preventive medical program."

Clinics were held at the various hospitals in the city and were directed by the following: Drs. Hermann L. Blumgart, Harry Linenthal, Edwin H. Place, William H. Robey, Thurman Givan, A. K. Paine, Henry D. Chadwick, Gerald Hoeffel, Robert B. Greenough, Josephine B. Neal, James B. Ayer, E. P. Ruggles, Percy R. Howe, Leroy M. S. Miner, William Rice, Charles M. Proctor, who were assisted by their staffs.

AGREES TO PAY DEFICIT OF SUBWAY

Curley Says City Will
Act to Get Gov-
ernor Sq. Plan

Appearing yesterday before the legislative committee on metropolitan affairs in executive session, Mayor Curley, it is understood, urged passage of the Governor square measure, which provides for the extension of the Boylston street subway, with a view to relieving traffic congestion in the square and also for helping to lessen unemployment in the city.

BATTLE OVER DEFICIT

Besides the Mayor, others attending the executive session, included H. Ware Barnum, counsel for the Elevated trustees, Thomas H. Sullivan of the Boston Transit Commission, and Samuel Silverman, corporation counsel for the city of Boston.

Much of yesterday's discussion centered on the deficit provision of the bill. The Mayor, it was asserted, expressed the belief that Boston should not be compelled to pay the entire deficit, but would agree to in order to insure passage of the measure. Under the bill now pending the deficit from the operation of the extension would be made up by the towns and cities comprising the transit district.

Mayor Curley also, it was learned, expressed himself in favor of having work on the project done by day labor, if the measure were to be amended to require payment of the entire deficit by Boston. Although other provisions of the bill were also discussed, it was reported that final settlement of the deficit provision will determine the fate of the bill.

The committee plans to hold another meeting tomorrow and it is expected that the bill will be reported shortly thereafter. If reported in its present form it is understood there will be some dissenters.

Goodwin Finds Much Waste in School Plans

Tells of Work Abandoned After Heavy Costs—Argues for Investigation

Charging gross waste of funds in acquiring sites for school buildings and in planning for additional school accommodations, Frank A. Goodwin, chairman of the Finance Commission, gave the City Council's Appropriations Committee a lengthy argument today in favor of an appropriation of 10,000 or more for an investigation of the school department.

Chairman Goodwin expressed doubt whether the educational end of the investigation would be productive of beneficial results, as it would be impossible to secure experts who would not be under the influence of the National Education Association, but on the building end of such an inquiry many queer things would result. In reply to certain questions, Mr. Goodwin said that abolition of the School Committee and the establishment of a board able to concentrate upon school business and not be dependent upon the advice of educators, might be a most helpful remedy.

Chairman Goodwin explained that Mayor Curley had recommended an additional \$10,000 in the appropriation for the Finance Commission, to make possible an investigation of school matters. Such a sum might not go far, in view of the fact that the survey committee, which has just finished its work, spent \$27,000.

Blame for waste in the school department's building operations was placed by Chairman Goodwin on the board of apportionment, but the "ultimate responsibility" he placed upon the school committee, who, he remarked, must devote most of their time to their private business so that they cannot be intimately familiar with departmental business and decide problems intelligently.

About Time to Inquire

Referring to an investigation made by Professor L. O. Cummings of Harvard, several years ago, which resulted in the so-called "Black Book," whose contents have not been divulged, Chairman Goodwin declared: "From what I know I'd say it is about time to investigate the educational end of the schools, but I realize that it would be hard to get competent persons to such an investigation. The educators will wrap the old gag around them and cry 'Our children must be protected!'"

Chairman Goodwin said the school committee realized, from the Harvard professor's investigation, that there would be a further investigation and therefore decided on the survey committee of nine members, three of them from the school department. "They found a terrible situation in connection with the schoolhouse commission's work, also severely criticized the educational work, but quietly and not in the open."

In the past four years, Chairman Goodwin continued, the schoolhouse commission provided accommodations for 16,192 pupils, yet during that period the school population increased only 4287 and there were as many portables in use as in past

years. The answer is, the chairman concluded, that the money was largely spent for industrial shops, and all one has to do is to visit the East Boston High School and inspect the provisions for industrial education there.

There was much to say by Chairman Goodwin on the condition of school buildings. He spoke of sixty wooden structures, thirteen of them more than one-story high and with no fire escapes; eighty-four second-class buildings in use also without fire escapes and fifty-six buildings without proper sanitary facilities in accordance with law. In the face of all this, the speaker said, the school department built swimming pools, hot houses and factories.

Chairman Goodwin referred to the Michael Angelo school in the North End, where a \$350,000 addition is being built, despite the fact that conditions in the Moon street school nearby were so serious as to require drastic expenditures. The \$350,000 addition, Chairman Goodwin remarked, is to provide not a single room for any of the classes but a big theater for the people of the district, and also shops. "We went into this situation," the speaker said, "and learned that the board of apportionment had never recommended the addition and the School Committee said they never knew of the conditions at the Moon street school.

Abandoning Plans

"On Camden street the Schoolhouse Commission spent \$216,000 for land and plans, and then decided they didn't need the building. For the High School of Practical Arts they bought a Church building for \$60,000 and then decided they didn't need it. In 1923 they spent \$96,441 for an annex to Mechanic Arts High and now they are not going to provide it. In 1929 they spent \$88,316 for more accommodations at the Phillips Brooks School, only to abandon the plans.

Councilor Bush asked Chairman Goodwin if he knew why the swimming pool at the Roxbury Memorial High School was never used, and the reply was that he did not know, nor could he say why it was built. "It shows poor planning and a waste of the people's money," Mr. Goodwin added.

After Councilor Fitzgerald had told of what he considered poor planning for the pupils of the West End, Chairman Goodwin spoke of the school department's desire to spend \$1,500,000 for enlargement of the Girls' High School and charged that the master is the one person who is pushing the project, even going so far as to get the fire authorities to decree that the present building is unfit for school purposes.

Three hundred and sixty girls from Dorchester attend the Girls' High School, Mr. Goodwin said, and there was no reason why they should have that trip daily, for Dorchester needs a high school and the high school curriculum is the same. The movement for the Girls' High is purely one of sentiment, he thought.

Plans for \$8,000,000

After Councilor McGrath had spoken of a change of plans for the location of a Dorchester High School, Chairman Goodwin informed the committee that the school department had secured the land in the Grove Hall section and had spent more than \$50,000 on plans, only to abandon them and concentrate on the Girls' High project. When Councilor Donovan asked how much land in the aggregate had been acquired for school buildings and is not being used, Chairman Goodwin said plans are in process for buildings that will cost more than \$8,000,000.

"Would an investigation do any good in these matters? Councilor Ruby asked.

"Publicity is the only thing, and you have never been able to get any in school matters," the chairman replied. "If officials in City Hall were to buy land for projects as the school department has been doing, and then abandon plans, there would be a sensation."

Councilor Wilson inquired if it is appropriate to teach swimming as a part of physical education, and Chairman Goodwin replied that it might not be, but it was clearly inappropriate to spend \$75,000 on a swimming pool when the department has so many portable buildings in operation to house its pupils. In other words, the school department needs more buildings for the elementary grades, rather than swimming pools.

Bush to School Board

When Chairman Goodwin's argument was completed, Councilor Bush announced that he would send the following letter to the Boston School Committee:

"Will you please give me the following information relative to the swimming pool in the Roxbury High School?

1.—Why is the pool remaining idle and the pupils not permitted to use it?

2.—Is there any defect in construction which would prevent its use, and if so what is the defect?

3.—What are the probabilities of permitting its use in the immediate future, and when will its use be permitted?

"I trust this information will be furnished without delay."

AMERICAN 4/16/30

URGES SAILINGS FROM HUB

To Boston should go the credit for the trip of Gold Star mothers to the graves of their martyred sons in France and from this port they should sail, in the opinion of Commander-in-Chief Hezekiah N. Duff, of the Veterans of Foreign Wars, who arrived here with his staff today for his annual visit to the Massachusetts department.

"Nine years ago your Representative, Louis R. Sullivan, of Dorchester, first introduced the resolution to have Gold Star mothers sent to France at the expense of the Government," Commander Duff said. "His resolution was unanimously adopted by the State convention and later adopted also by the National Encampment."

PRAISES HEARST PAPERS

"The Hearst newspapers, including the Boston Evening American, put over this wonderful humanitarian project, and since it began in Boston this city certainly should have a part in the celebrations attending the embarking of the Gold Star mothers."

Commander Duff was received by Gov. Allen and officers of the Veterans of Foreign Wars upon his arrival in Boston and the Governor was host to the visitors at a luncheon.

TRAVELER 4/16/30

East Boston Tunnel



MAJOR CURLEY has approved the Boston transit department plan for a vehicular tunnel to East Boston.

It will cost at least \$16,000,000.

The plan calls for a straight tunnel with a traffic roadway twenty feet wide.

That is something, but not enough. If it is all we can get at this time, let us take it, but what really should be done is this: a two-way tunnel should be made now. It will be needed before long. A two-way tunnel constructed now would cost much less than one now and another later. The cost could be spread over the life of the utility and the burden equitably borne.

A twenty-foot single tunnel is almost sure to bring problems. What is to be done in case of a breakdown of motor-driven vehicles? What is to be done if the fire department wishes to get through in a hurry? The entire traffic line will move no faster than the slowest vehicle.

One of Boston's greatest drawbacks has been that we have too often patched up to meet crying needs. There has been too little foresight. Governor square is an example. If the persons who laid out the subway exit at Kenmore station had been on the job, we would not have the problem we have today at that point. So it is with the tunnel. We build something that "will do." In a few years conditions will be as bad as ever. That sort of business is simply an extravagance.

However, if the best we can get now is a single tunnel, twenty feet wide, let us be duly grateful. At least it is better than no tunnel at all.

Airports on City Roofs

OVER in London the air ministry is making plans for an airport in the heart of the city. The plan is to erect it 300 feet in the air, with an area of 600 square yards.

Lord Thomson, air minister, has full authority to proceed with his investigation of the possibilities. Waterloo station is being considered as a suitable location.

Boston should not become concerned by this move. It should not cause us to hesitate in our program for our own airport at East Boston. Aerial navigation today gives no indication that the plan will work out well. To the contrary, it sounds absurd.

If an airplane took off from a platform in the heart of a city and on the takeoff its engine failed, the plane would probably land in the city streets or on a nearby roof.

It will interest and perhaps please you to know that aviation authorities say that Boston's airport is more ideally located than any other. All that it needs is continued improvement. The famous field in Berlin is hemmed in by buildings and an engine failure means a bad crash. In Boston we have plenty of open approaches and exits. There is the harbor. There are two rivers. Then again, our airport is very near the heart of the city. When or if we get our vehicular tunnel to East Boston and complete our port facilities, we shall equal or surpass anything in the world.

GO TO BE 4/16/30

OLD FAMILY DOCTORS TO BE GIVEN DINNER

Mayor Curley to Speak to Veterans on April 30

Mayor Curley will represent the city of Boston at the testimonial dinner and tercentenary tribute to the old family doctors of New England on New England Doctors' Day, it was announced this morning by the New England medical fund, which is sponsoring the plan to pay homage to the veterans of the medical profession on April 30.

The Mayor will be one of the speakers at the luncheon at the City Club, and it is expected that it will be his voice which will extend to the distinguished visitors the welcome of the city. It is hoped that Gov. Allen may also attend the luncheon, and speak. Other speakers will include Dr. George H. Bigelow, Massachusetts Commissioner of Public Health; Dr. Alfred Worcester of Harvard University and Dr. Roger I. Lee, chairman of the doctors' committee, which will take care of the guests of the day. Ex-Gov. Channing H. Cox, general chairman of the center, will preside at the luncheon.

More than 500 leading men and women of the city are to be invited to take part in the tribute to the old doctors as the guests of the New England Medical Center, and all of them are to be invited by personal invitation. The gathering will be one of the largest and most enthusiastic of the kind ever held in Boston.

AMERICAN 4/16/30

GURLEY LAUDS SHOE BLOC

Members of the Massachusetts delegation in Washington were congratulated by Mayor Curley for their success in getting the House and Senate conference committee on the tariff bill to put a duty on shoes.

The mayor had previously taken great pains to obtain co-operation among the various congressmen and the two senators. His congratulatory message was as follows:

"I beg you will accept as a member of the Massachusetts delegation in the Congress of the United States of hearty congratulations upon the success achieved in the committee on conference in the establishment of such protective schedules as are necessary for the preservation of the shoe industry as set forth in press dispatches this day."

A Final Tunnel Plan

Construction of a new traffic-way to East Boston having been discussed for fifty years by exact historical count, the public has come to hold one wish dominant over all others. The people have desired to see a final decision reached, and real work on the project begun. Last autumn it seemed that Mayor Nichols had accomplished this object, but the miracle turned out a mirage. On the one hand, it developed that the authority legally conferred on the Boston Transit Department to design the route of the tunnel had not been sufficiently respected at City Hall. On the other hand, it could not be said that there was wisdom in approving the department's plan for a portal in the market district unless and until it could be shown how suitable approaches could be provided through the narrow and very heavily congested streets of that section.

Mayor Curley has now brought about a re-solution of the dilemma. We trust and believe that this time the decision will hold as final. Certainly there is no evident reason why it should not. By the same token there exists good reason for congratulating Mayor Curley on his achievement. The Transit Department has won its case regarding the line to be followed by the tunnel under the harbor and the fixing of its Boston entrance in Cross street, behind the central market district, between Hanover street and North street. At the same time Mayor Curley has expressed complete public endorsement of extensive plans for making the street approaches to the tunnel ample and adequate on just such a scale as Messrs. Harriman and Fay have constantly declared indispensable to the success of the tunnel.

The plan calls for the widening of Cross street between North and Hanover streets, and the widening of North street to at least eighty feet by removing all the buildings on the east side of that now very narrow thoroughfare from Cross street to Dock square. Also, according to the Boston Post's report, "the triangle of buildings bounded by North and North Market streets and Union street and Merchants' Row will be cleaned out, making a plaza on one side of Faneuil Hall and giving plenty of room to traffic between the tunnel entrance and Dock square." Further the mayor declared that he will seek from the General Court authority to widen Cross street in both directions leading away from the tunnel mouth. On the north this widening will give precisely that approach to an enlarged Haymarket square and to the improved North Station district which experts have declared both necessary and desirable.

In this way it appears that the Transit Department plan has now acquired all the essential advantages of accessibility and good approaches which the Metro-

politan and City Planning Boards have recommended. All that remains is to start work, and the sooner this is done the better the public of Boston will like it.

Curley Protests Postoffice Delay

Mayor Curley has sent a letter of protest to Postmaster General Walter F. Brown on the delay in starting work on the new Boston post office. Accompanying the letter was a photograph of the site of the proposed new building in Post Office square showing only three men at work.

"I beg you will accept of the enclosed photograph which indicates the progress made in a period of five months in the construction of the post office at Boston," the mayor said.

"The police census recently completed discloses the fact that there is in excess of 40,000 persons unemployed in Boston at the present time. Within the metropolitan area, the number would probably total 75,000.

"Every branch of the Government has had opportunity to aid President Hoover in his program for the relief of the unemployed by carrying through to completion public works.

"The city of Boston has patiently waited for a period of five months for something that would savor of animation upon the part of the postal authorities in the matter of the construction of the proposed post office at Boston.

"When may we expect steam shovels and activity to replace inaction and unemployment?"

Conry Wants City Land for Parking

With the statement that the parking or "stalling" privilege is distinctly no part of the function of a highway, which is only for the purpose of allowing traffic to move, Joseph A. Conry, chairman of the traffic commission, suggested the creation of municipally-owned parking spaces on the outskirts of the city, in speaking before the Milk Package Exchange, Inc., at the American House last night.

The number of automobiles passing through the city, he said, had increased in the last twenty years from 30,000 to 1,000,000 and no particular traffic system had been evolved to keep pace with the enormous growth. The general parking situation in down-town Boston had become so troublesome that it would seem to indicate that the greater number of citizens regarded the parking privilege on a public highway as a vested right.

Better Days for Shoe Industry

Representative Allen T. Treadway's victory for the boot and shoe industry, won by him as one of the conferees on the tariff bill, illustrates the wisdom of a constituency or a State in keeping its representatives in Congress long enough to enable them to reach positions of authority. Mr. Treadway has served in Congress for seventeen years, following notable service in the Massachusetts Senate, and he is now ranking Republican on the Committee on Ways and Means. From this position he would become chairman of the most powerful committee of the House of Representatives, in the event of the retirement of Chairman Hawley, and as ranking man, he was made, according to custom, one of the three Republican conferees on the tariff bill, on the part of the House. All the Massachusetts members have done excellent and praiseworthy work in holding their colleagues from other States in line for the legislation which Massachusetts desired above all other, but the presence of Mr. Treadway on the conference committee enabled him officially to formulate their demands and to secure agreement with the senators upon the House rates.

The conference report, therefore, will retain the 20 per cent duty on boots and shoes, the 12½ to 30 per cent duties on leather, the 15 to 35 per cent duties on harness and the 50 per cent duty on bags, belts, etc. To secure these it was necessary to assent to a 10 per cent duty on hides and skins of cattle, which can prove of no demonstrable benefit to the cattle raiser. Like all others in this country, however, this is a political tariff, and the solons from the West would not dare go home and report that they had granted a protective duty on articles of manufacture made chiefly in the East and refused them to the raw material produced by their constituents. Human nature and politics run together here, and the compromise could not be avoided if the boot and shoe industry was to win anything. The arrangement probably will not suit the leather trade, but neither would it suit it if the boot and shoe industry, or a large portion of it, were to be practically destroyed by foreign competition from cheap-labor countries equipped with American machinery, as was clearly the prospect unless protection was provided. The two branches of the trade, leather and shoes, have not been in agreement as to what the shoe and leather industry as a whole should ask of the tariff-makers, but neither wanted a duty that would add to the cost of leather. If, as appears probable, the Senate accepts the conference report, much of the powerful local opposition to the tariff bill will be quieted.

620 13 E 4/16/30

SCHOOLHOUSE PROBE URGED BY GOODWIN

Fin Com Head Tells of Failure to Improve Situation —\$10,000 Asked for Investigation Cost

A sensible investigation by proper authorities of the schoolhouse situation before the city is committed to wasteful expenditure was the suggestion today of Chairman Frank A. Goodwin of the Finance Commission when he spoke before the City Council Committee on Appropriations. The budget of the Finance Commission called for an additional \$10,000 to investigate the school situation and the attitude of the committee appeared to indicate that he will get the \$10,000 for the purpose.

Chairman Robert Gardiner Wilson Jr. of the committee presided at the hearing on the budget request for \$60,000, of which \$50,000 was the usual budget, and the extra \$10,000 an extraordinary item for investigation. Mr. Wilson asked Mr. Goodwin to tell him about the high cost. The latter said that if an explanation was wanted that the Council had the wrong man; that he (Mr. Goodwin) did not ask for the \$10,000, but that the Mayor put it in to investigate school expenses.

Mr. Goodwin, however, offered to tell what he knew about it, and said that between 1920 and 1928 all school expenses increased from \$7,495,000 to \$20,307,000; that the expense of the School House Commission went from \$1,189,000 to \$5,017,000, and that of the School Committee from \$6,306,000 to \$15,290,000.

Several years ago, said Mr. Goodwin, the Finance Commission hired Prof. L. O. Cummings of Harvard University to make a preliminary survey to determine if it was necessary to investigate and Prof. Cummings made the famous "Black Book" report which was not intended for publication. As a result of the report the School Committee appointed the famous survey committee at an expense of \$27,000 to investigate itself. The majority of the survey committee, according to Mr. Goodwin, were educators; they found a "terrible situation regarding the schoolhouse commission and the commission was abolished.

The educational end of the survey brought forth private criticism, said Mr. Goodwin. "I say it is about time to investigate the educational end of the School Department," added Goodwin, "for the educators themselves, with the cry that the children our are future citizens and we must protect them."

Seating Capacity Gain

He called attention to the fact that during the past four years there had been a net gain in seating capacity of 11,905 seats; yet there are as many portable schools in use today as four years ago. He declared that money should have been expended for the convenience of children rather than shops.

In East Boston, he said, that on the first floor of a school there are 50 lathes at an expenditure of \$150,000; that attendance is falling off in the Mechanics Arts High School where pupils should be sent instead of fac-

tories being installed in other schools. Criticizing buildings he said that there were 60 wooden buildings in use; 13 without fire escapes; 84 second-class buildings without fire escapes and 31 of them with halls and that 56 school buildings are not provided with legal sanitary systems.

"Instead of correcting those evils," said Mr. Goodwin, "they are building swimming pools, hot houses and factories; the Junior High School has one of the finest printing plants in the city and is turning out printers while printers are walking the streets unemployed."

For an auditorium, after the city refused to build on in the North End, Mr. Goodwin said the School Committee expended \$350,000 for an addition to the Michael Angelo School, which will be a theatre for the neighborhood, yet there are 17 classes in the Moon-st School in the North End, which is admittedly unfit for school purposes.

The Finance Commission chairman declared that the Board of Apportionment says it never recommended the Michael Angelo project and the School Committee told him they never knew of the Moon-st School condition when they passed the \$350,000 for the Michael Angelo addition.

Referring to the Mechanic's Arts High School, he said the Schoolhouse Commission spent \$96,000 out of \$101,000, and abandoned the project, and after spending \$88,316 on the Phillips Brooks School that project was abandoned.

"The school payrolls might be looked into," said Mr. Goodwin. "It is all right to look into the payrolls at City Hall, but to investigate school payrolls—that is terrible. Still I believe they should be looked at."

"If you want to give the increase, all right," said the Finance Commission chairman. I didn't ask for it, and if you refuse it, you will save me a lot of bother."

Shows Poor Planning

Councilor Bush asked Mr. Goodwin about the swimming pool at the Roxbury Memorial High School which was never used. Mr. Goodwin retorted: "I don't know. I didn't build it, but it shows poor planning and waste of the public money."

While Mr. Goodwin criticised swimming pools, he said he was not opposed to swimming pools that gave service, but that in view of the greater needs of the children and the getting rid of the portable schools he was at this time opposed to swimming pools and to placing machinery in schools where there should be classrooms for children and that the machinery be sent to the Mechanic Arts High School and the pupils also sent there.

Councilor Bush announced that he was sending today the following list of questions regarding the swimming pool to the members of the Boston School Committee:

"Will you please give me the following information relative to the swim-

ming pool in the Roxbury High School:

"1. Why is the pool remaining idle and the pupils not permitted to use it?

"2. Is there any defect in construction which would prevent its use, and if so what is the defect?

"3. What are the probabilities of permitting its use in the immediate future, and when will its use be permitted?

"I trust this information will be furnished without delay."

Ought to Be Investigated

Councilor Fitzgerald asked Chairman Goodwin if the \$10,000 for investigation would not be small in comparison to the \$9,000,000 increase, and asked how much the School Committee's own survey cost. Mr. Goodwin replied that it cost \$28,000. "That?" said Mr. Fitzgerald. "I think that ought to be investigated."

Mr. Goodwin said that there could be two investigations, one to inquire into the educational system.

The objection to that, said Mr. Goodwin, was that one would have to employ educators and he had no doubt that the National Education Association, because of association with educators, would influence the educators on the investigating committee. However, he said he had no doubt that the business end of education can be investigated.

Concerning the project to spend \$1,500,000 for a Girls' High School, Mr. Goodwin said that the master of the school was pushing the proposition, using the alumni and even went to the fire authorities to have the existing building condemned as unsafe.

In the present High School, he said, were 260 girls from Dorchester, compelled to travel from their homes daily. Dorchester, said Mr. Goodwin, needs a High School 10 times more than the proposed project is needed. The demand for a new High School, in the opinion of Mr. Goodwin, is purely sentimental. Also, if the proposed school is built, he said, it would mean more congestion.

McGrath in Agreement

Councilor McGrath of Dorchester agreed with Mr. Goodwin that Dorchester needed a High School. He said that plans were in existence for a school, but that they had been abandoned.

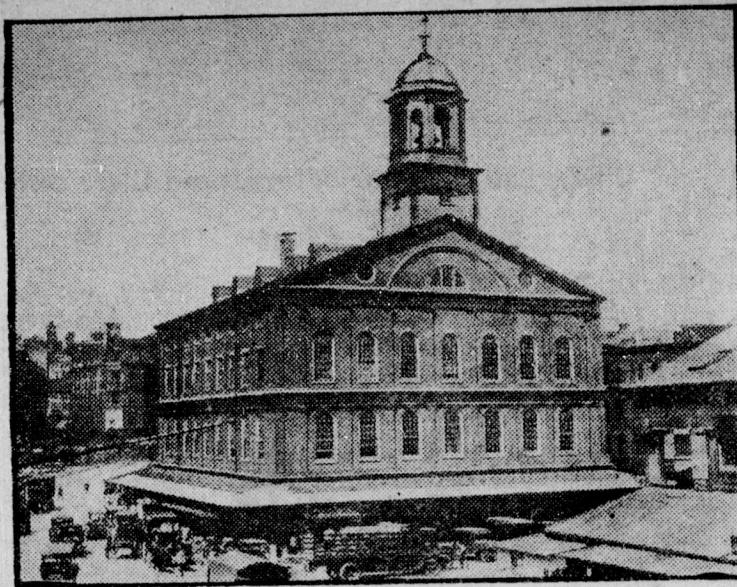
Regarding present plans, Chairman Goodwin said the school authorities have plans in process of construction for buildings costing \$8,000,000, and the city owns the land.

"Publicity," said Mr. Goodwin, "is the only thing that makes public officials do what they ought to do, but we have never been able to get publicity about the schools. If the City Hall bought lands like the School Committee and then abandoned them, there would be a scandal. The land for the girls' High School was purchased 10 years ago, and even two years ago they had no idea of building on it and expended \$15,000 for tennis courts."

In closing, Chairman Goodwin remarked: "It might be a good idea to abolish the School Committee and create a paid board that would devote its entire time to the work, rather than the present unpaid committee."

RECORD 4/17/30

Reasonable Landlord



Faneuil Hall, the Nation's "Cradle of Liberty," is shown here with some of its marketmen's stalls. Rents in Faneuil Hall and Quincy Market are about to be reduced.

The city of Boston shows herself a fair-minded landlord toward the marketmen and other tenants of stalls in Faneuil Hall and Quincy markets.

The City Council has hearkened to the marketmen's plea for rent reduction by approving a 35 per cent slash in the rentals, coupled with requiring only five-year leases instead of ten-year ones. The order goes to Mayor Curley for his expected signature.

Two raises since 1909 have increased the market rentals about 29 per cent. The 35 per cent reduction will put the stall prices back to practically what they were before the two increases. The marketmen asked for a 50 per cent cut, but they should be pleased with what they are offered.

The tenants in these historic locations are entitled to due profits. There may be some aesthetic and patriotic satisfaction in occupying business quarters in the very "Cradle of Liberty." But that is no argument for excessive rent.

Don't Crowd

President William G. Lynch of the City Council was right in taking up a complaint that naval and naval reserve aviators from Squantum air station have sometimes been denied use of the municipal airport at East Boston. But the explanation given by Capt. A. L. Edson, airport superintendent, is reasonable. Sometimes there is heavy air traffic, with as many as 20 planes up in the airport zone. Student fliers, naval, naval reserve or otherwise, can hardly expect to crowd in with landing and circlings of the field at these times of airport congestion. Commercial air companies leasing space at the port are entitled to consideration. Superintendent Edson is there to see that take-offs, landings and so on are made with due regard to safety and convenience of all. He must use his judgment in handling this aerial traffic.

HERALD 4/17/30

LOOK TO LAWLER FOR \$1800 UNPAID

Hotel Management Does Not Blame Smith League

The balance due the Hotel Statler for the dinner served at the Democratic mayors' night, March 31, unless paid late yesterday, and for which the hotel management is looking to Chairman Henry E. Lawler of the Democratic city committee for payment is \$1800.

The affair, intended primarily to boom the candidacy of Marcus A. Coolidge of Fitchburg for the nomination for United States senator, was conducted under the joint auspices of the Alfred E. Smith League of Massachusetts and the city committee, but the hotel management places no responsibility on the followers of Smith for the settlement of the bill. The arrangements for the dinner, according to the hotel management, were made by Chairman Lawler in behalf of the city committee.

Estimates of the profits which were

derived by the actual promoters who are reported to have clubbed candidates, contractors and others, into buying blocks of tickets and purchasing advertising space, ranged from \$3000 to \$5000 and the affair has been described by sundry state leaders as "another racket, similar to a previous party held at another Boston hotel."

Chairman Lawler has disclaimed all connection with the financial end of the affair, with the sale of either tickets or advertising and has denied knowledge that any of the promoters received a profit or "held up" prospective candidates. As far as the city committee was concerned it was a legitimate political gathering to stimulate interest in police listing in Boston and in registration in outside cities and towns.

State leaders have no sympathy for the plight of the city committee. They say that Chairman Frank J. Donahue of the state committee gave warning that trouble might be the aftermath of the affair, but that he was characterized as "sorehead."

That a change in the chairmanship of the city committee is imminent has been disclosed by the statement that Councilman John I. Fitzgerald of the West end, who formerly headed the committee, has refused to consider an invitation to act again in such capacity.

Gen. Dunn was ~~commissioner~~ for four years after he ceased to be soldiers' relief commissioner and at one half the annual compensation of \$6000 which is specified by city ordinance.

Recent disclosures in the Congressional Record list Gen. Dunn as the recipient of disability compensation of \$3375 per year which is paid to him in monthly installments.

The legality of the grant to Dunn of a municipal pension, four years after he ceased to hold the position officially credited to him in the pension papers has not been questioned. The regular procedure was followed and the city law department is said to have ruled favorably on the claim.

WORLD WAR VETERAN

Gen. Dunn, who has been prominent in Democratic politics for many years, is 57 years old. The pension records show that he was recognized as a world war veteran.

His connection with the city government dates to 1895 when he was elected to the common council and re-elected to the two succeeding years. He was elected street commissioner in 1909 and appointed to that office in 1910 and served until 1922 when Mayor Curley named him soldiers' relief commissioner. He has not held municipal office since early in 1926.

He is a practising attorney with a long military record. He enlisted in Company I, 9th Mass. Infantry, Sept. 21, 1898 and quickly rose to the command of the company with which he served in the campaign about Santiago, Cuba. After the end of the Spanish war he was named a captain in the 28th U. S. Infantry and saw much service and won commendation for meritorious acts in the Philippine insurrection.

He returned to the 9th infantry and when the regiment was mobilized in 1917 he was the lieutenant-colonel and he went to France with the same rank in the 101st infantry. He was retired as a lieutenant-colonel of the infantry branch of the officers' reserve corps and a brigadier-general of the national guard.

RETIRED OFFICERS HIT

Councilman Bush Hints They Are Government Pets

Councilman Herman L. Bush of Roxbury, who was responsible for the passage by the city council of a resolution memorializing Congress to "remedy the shocking conditions" resulting from the granting of large retirement allowances to army officers, yesterday, issued a statement defending his position and asking if officers are "a preferred class" or "government pets."

Bush, who lost a leg, an eye and part of his right hand in the war, aroused by comments of retired officers about his statements, declared that he saw neither justice nor fairness in any plan which restricted the enlisted man, "who lost both eyes, or both hands and both feet, or a hand and a foot, or a hand and an eye or a foot and an eye" to compensation of \$100 a month with no allowance for dependents while officers can draw \$281.25 per month for a disability for which the enlisted man would be limited to \$30.

Representative Francis E. Daley of Boston and Thomas F. Carroll of Revere yesterday filed with the clerk of the House of Representatives an order providing that the House be placed on record as being in opposition to the system of unequal payments of compensation to disabled officers and enlisted men who served in the world war.

A similar order memorializing the same was filed in the Senate.



BRIG.-GEN. JOHN H. DUNN

TOTAL EXCEEDS SUM OF \$122 PER WEEK

Brig.-Gen. John H. Dunn of South Boston, who is drawing disability retirement compensation of \$281.25 per month from the federal government, has been granted a municipal pension of \$3000 a year. His combined pension revenue is \$6375 a year, or more than \$122 per week.

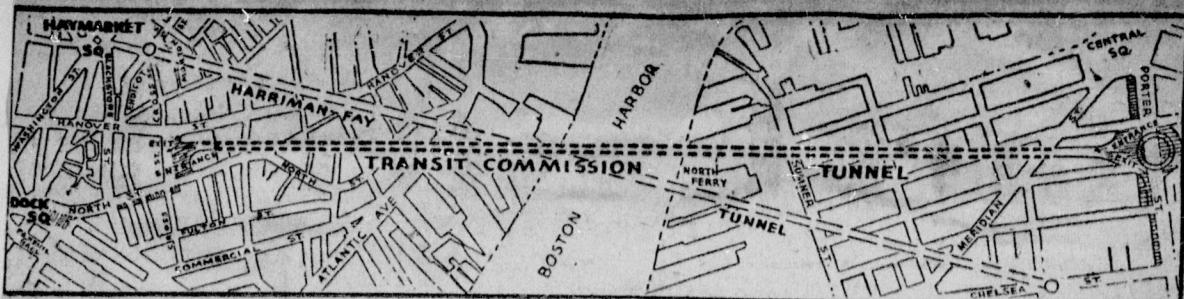
Official records show that the municipal pension grant became effective March 15 and that Gen. Dunn received the award as soldiers' relief commissioner, a position which he has not filled since early in 1926, soon after the inauguration of ex-Mayor Nichols. The pension is charged to the soldiers' relief department and provision has been made in the departmental appropriation for the payment to Dunn this year of \$2375.

The records also show that the pension was granted under the authorization of chapter 32 of general laws. Section 56, which is applicable to the case reads ". . . a veteran who is in the service of the commonwealth, of any county, city, town or district thereof,

shall be retired with the consent of the retiring authority, if incapacitated for active service, at one half the regular rate of compensation paid to him at the time of retirement and payable from the same source, provided that he has been in the said service at least 10 years, has reached the age of 50 and has a total income from all sources, exclusive of such retirement allowance, not exceeding \$600."

HERALD 4/17/30

TRANSIT COMMISSION TUNNEL PLAN ACCEPTED



Heavily dotted lines indicate transit commission tunnel plan approved by Mayor Curley, as contrasted with Harriman-Fay route which former Mayor Nichols favored. Shaded portions at either end of transit commission's tunnel and along North street in Boston proper and Porter street in East Boston show where buildings will be torn down for street widenings and other clearance to the tunnel entrances.

TRANSIT TUNNEL PLAN APPROVED

Curley Reverses Decision
Of Nichols on East
Boston Project

MAYOR FAVORS TRAFFIC CIRCLE

Mayor Curley yesterday approved the \$16,000,000 East Boston vehicular tunnel plan originally submitted by the Boston transit department, reversing a decision made in December by former Mayor Nichols and giving a notable victory to Col. Thomas F. Sullivan of the transit commission and Chairman Frank A. Goodwin of the finance commission.

The first step toward construction will be the razing of 153 buildings, including the Hanover street police station, to make room for the new ramps, walls, approaches and roadways.

This decision is a definite setback to real estate speculators who have acquired land between Hanover street and Haymarket square in the expectation that the Harriman-Fay plan approved by former Mayor Nichols would be adopted.

There is some chance for them to recoup through the adoption of a plan proposed by Henry L. Harriman and Frederic H. Fay and indorsed yesterday by Mayor Curley for the widening of Cross street and the construction of a traffic circle in Haymarket square.

This plan, however, requires the approval of Chairman Goodwin of the finance commission as well as legislative approval.

Acceptance of the plan which was drawn by Chief Engineer Ernest R. Springer of the transit department in collaboration with Col. Sullivan, and which the latter, supported by Chairman Goodwin, has vigorously advocated for months, eliminated Harriman and Fay from consideration in the final decision and placed on the transit department full responsibility for the underwater roadway between Boston and East Boston.

FULFILLS PREDICTIONS

In voicing official preference for the transit department plan, Mayor Curley fulfilled every prediction which he made during the interim between his election and his assumption of office when the controversy over plans and a route aroused wide public interest.

Approval of a plan does not mean that work will be actually started on the project within the immediate future. The first step, other than the preparation of detailed plans and specifications, will be the razing of the 153 buildings which must be destroyed to provide adequate approaches to tunnel entrances and to permit of the extensive street widenings which will be made in the market district and in East Boston.

Occupants of tenement houses which will be destroyed will be given adequate time in which to find new homes. This phase of the project may be started in Dock square very quickly, but months will elapse before the actual construction of the tunnel will be begun.

In connection with the project, North street from Dock square to Cross street will be widened to an 80-foot roadway, and to make an adequate approach to North street, the buildings occupying the triangle bounded by Merchants row, North street and North Market street will be razed. In East Boston Porter street will be widened to 100 feet between Central square and Chelsea street.

The tunnel entrances will be on Cross street between Hanover and North streets in the city proper and in East Boston on Porter street between Havre and London streets.

The tube will run in a straight line between its termini. In interpreting the plans, Col. Sullivan explained that the Boston entrance will be in the area bounded on Hanover street by Cross street and the easterly end of police station 1 and will extend from this point diagonally to North street, to a point opposite Ferry street.

The buildings now occupying this area will be removed. The destruction of the Hanover street police station will force the erection of a new building or a consolidation of two divisions.

There will be no traffic circle at the Boston entrance. There is probability that there may be a small circle at the East Boston plaza but its creation will be dependent on the cost of the tunnel with this feature eliminated.

From Cross street, the approach to the tube which will be only of sufficient width to provide a traffic highway 20 feet between curbs, will be 35 feet in width and will run in a straight line to Richmond street through the back yards of buildings.

At Richmond street and North square, the tunnel approach which started to dip downward at Cross street will reach such a depth that the tube itself will be entered at that point.

From North square the route follows Moon street and continues to East Boston.

EAST BOSTON GRADE

The grade in East Boston will be the same as the grade at Cross street, and vehicles will reach street level at Porter street. In East Boston the route will run through numerous back yards and will require the taking of many tenement houses and the partial taking of other properties. Col. Sullivan said that it had not yet been decided whether the grade of Richmond street will be raised a few inches or whether such a change will be unnecessary.

Col. Sullivan does not believe that traffic circles are essential to the satisfactory operation of the tunnel which his department has planned. The wide plaza at Cross street, in conjunction with the widened North street and the expansive addition to Dock square will divert traffic from Haymarket square to Dock square, from which entrance to Exchange and Devonshire streets and to Scollay square and at the same time provide easy access from Haymarket square.

In his announcement of the approval of the transit department plan, Mayor Curley in the presence of Col. Sullivan and Messrs. Harriman and Fay made known his support of the plan of widening Cross street between Haymarket square and Commercial street and extending it to Atlantic avenue, as well as his support of the Haymarket square traffic circle which Messrs. Harriman and Fay have advocated.

This is the proposal which Chairman Goodwin of the finance commission assailed before the city council a week ago when indorsement was asked of a street widening plan which included Cross street as well as Chardon street and a portion of Merrimac street.

Legislative authorization must be obtained for any part of this project and Chairman Goodwin has not changed his attitude on this issue.

Neither Harriman nor Fay had any comment to offer about the transit department plan, but both pointed out that they believed the widening of Cross street must inevitably be made. They hold to the belief that a single tube tunnel will be found inadequate very soon after it is in operation and that a second tube will be necessary.

Post 4/17/30

THREE AT WORK ON \$6,000,000 JOB

Mayor Sends Postmaster-General
Photo of Progress in Postoffice Sq.---
Speaks of 40,000 Seeking Work



WHY MAYOR RAPS P. O. CONSTRUCTION JOB

This is the picture Mayor Curley had taken at the site of the postoffice, showing only three men at work. He is sending the picture to Postmaster Brown at Washington.

Demanding speed in the construction of the new \$6,000,000 central postoffice building, Mayor Curley late yesterday sent to Postmaster-General Brown at Washington a photograph showing only three laborers working in the excavation at Postoffice square, as an indication of the progress made in the past five months.

40,000 OUT OF WORK

"When may we expect steam shovels

cess of 40,000 persons unemployed in Boston at the present time. Within the metropolitan area the number would probably total 75,000.

"Every branch of the government has had opportunity to aid President Hoover in his programme for the relief of the unemployed by carrying through to completion public works.

"The city of Boston has patiently waited for a period of five months for something that would savor of animation upon the part of the postal authorities in the matter of the construction of the proposed postoffice at Boston.

"When may we expect steam shovels and activity to replace inaction and unemployment?

"Respectfully,
(Signed) JAMES M. CURLEY.
"Mayor."

DUNN DRAWING

\$6375 A YEAR

Pension From U. S. and
Also From City

The combined pensions of Brigadier-General John H. Dunn, former street commissioner of Boston and former soldiers' relief commissioner, total more than \$6000 a year, it was revealed last night when it became known that he draws a city pension of \$3000 a year and that he gets \$281.25 a month from the federal government under the emergency officers' retirement act. The combined pensions give him \$6375.

Records at City Hall show that his city pension became effective on March 15 and that it is charged to the soldiers' relief department. It was revealed by city officials that the pension was granted under the law which permits the city to give one-half pay to a veteran who is incapacitated.

and activity to replace inaction and unemployment?" questioned that Mayor in a letter, accompanying the ironic snapshot. The Mayor stated that the police census recorded 40,000 unemployed in this city though "every branch of the government has had opportunity to aid President Hoover's programme of relief through the completion of public works."

The Mayor's letter follows:

"My dear Postmaster-General:

"I beg you will accept of the enclosed photograph which indicates the progress made in a period of five months in the construction of the postoffice at Boston.

"The police census recently completed discloses the fact that there is in ex-

LEGION HEADS PRAISE FLIGHT

National Officials Warmly
Indorse New Arbella's
Tour of Country

UNSCHEDULED CITIES URGE STOP-OVER

The Herald's project of making the nation "Massachusetts-minded" in this, the Tercentenary year, by sending a New Arbella of the air to 22 states and 67 cities inviting their citizens to visit the commonwealth during the tercentenary celebration, is proving so successful that national officials of the American Legion have added their indorsement of the flight of the New Arbella to those already given by civic leaders.

O. L. Bodenhamer, national commander of the Legion; James Barton, national adjutant, and Frank Samuel, assistant national adjutant, have sent messages to the Legion convention headquarters here praising the flight and agreeing that it is "the finest thing that has yet been done in connection with any of the national conventions."

ASKS CO-OPERATION

National Legion headquarters already has asked posts in each of the cities to be visited to co-operate in every way with those aboard the plane.

Telegraphic responses have been received from Legion departments all along the itinerary of the new Arbella reporting that preparations are being made everywhere to make the arrival of the Herald envoy a gala occasion.

Mayors and other high civic officials in each of the cities visited will be present at each of the points visited to receive the message inviting the people of the nation to visit Massachusetts this year, and in the capital cities touched governors will meet the plane.

So interested is the United States in this epic flight that many cities not included on the New Arbella's schedule have requested arrangements be made for the plane to visit them.

WASHINGTON PLANS

Special arrangements are being made for the New Arbella's reception in Washington, where high government officials will attend its arrival. The Massachusetts delegation in Congress also are arranging to be present.

Great preparations are being made by Worcester and Springfield, the first stops on the New Arbella's "voyage," for its reception there Saturday after the take-off from the East Boston airport following an imposing ceremony, which will be broadcast.

Besides Governor Allen, Mayor Curley and other prominent persons scheduled to be at the airport to bid the New Arbella "bon voyage," as already listed, Lieut. Gen. Edward L. Logan, first department commander of the Legion, will speak.

Florence Donoghue, commander of the

Worcester post of the American Legion, is chairman of the committee of arrangements at Worcester and a splendid program has been outlined for the reception at this first stop of the plane.

Sherman Bowles is in charge of the reception at Springfield, where Mayor D. H. Winter will be present to receive the message from Mayor Curley. The members of the American Legion will attend in uniform, accompanied by the Legion Fife and Drum Corps. The legion auxiliary will also be in attendance, several of the members being in overseas uniform.

Members of the Springfield Flying Club, headed by their president, will be at the field and several local planes will fly out to meet the New Arbella and escort it to Springfield's air field.

Charles A. Frazer will be chairman of the reception committee.

A tremendous reception is also planned for Indianapolis, where the national headquarters of the legion are located. Comdr. Bodenhamer will head a big delegation of legion and legion auxiliary officials as well as a host of legionnaires in a gigantic program to be staged at that city, when the plane arrives.

SUGGESTS PARKING CARS ON OUTSKIRTS

Conry Would Bar Use of the
Downtown Streets

Municipally owned parking spaces on the outskirts of the city and the discarding of old traffic systems which are outgrown, were suggested by the newly appointed traffic commissioner, Joseph A. Conry, as solutions for the most vexatious problem confronting the city today, at the milk package exchange dinner last night at the American House.

The number of automobiles passing through the city, he said, had increased in the last 20 years from 30,000 to 1,000,000, and no particular traffic system has been evolved to keep pace with this enormous growth. The general parking situation in downtown Boston has become so troublesome that it would seem to indicate that the greater number of citizens regarded the parking privilege on a public highway as a vested right. The parking or "stalling" privilege, as he expressed it, is distinctly no part of the function of the highway, which is only for the purpose of allowing traffic to move.

Other speakers were Senator Joseph Perry of Belmont, who spoke on the proposed measures on tax reduction now before the state Legislature, and M. N. Comiskey, manager of the milk package exchange.

THE TUNNEL

We are to have a straight, not a curved, East Boston tunnel, with the Boston entrance on Cross street, between Hanover and North, and the East Boston gate on Porter, between Havre and London streets. Porter and North streets are to be widened. It will be remembered that, in the closing days of his administration, Mayor Nichols held an open conference at which Chairman Goodwin of the Finance Commission, Henry I. Harriman, Thomas F. Sullivan and others had full opportunity to expound the projects which they favored. The Mayor had made no land takings. When he quit office, all the conflicting schemes were well defined, and matters were so left that Mr. Curley could take up the problem where Mayor Nichols had left it. At last there is agreement on all the vexatious details, and now the work will actually begin. The Mayor is to be commended for his vigor, and his predecessor for leaving the matter open.

From first to last we have heard tall tales of the amount of graft involved in this plan or that. Somebody would make a fortune if this route should be adopted. Somebody else would retire wealthy if something else should be done. This gossip will now vanish, and real instead of figurative mud will fly.

FOR CITY OWNED PARKING PLACES

Conry Says It Is a Question Whether Highways Shall Be Garages or City Operate Parking Places

Declaring that the street car system should work in harmony with the automobile and not against this most modern method of transportation, Traffic Commissioner Joseph A. Conry suggested to members of the Milk Package Exchange, Inc., at the American House last night that the city should acquire large parking areas at suburban points.

19TH ANNIVERSARY

The Milk Package Exchange, Inc., celebrated its 19th anniversary last night, John F. Dillon presiding. The speakers included M. W. Comiskey, manager of the Exchange, who told of the growth of this organization and then introduced directors and several prominent men in the milk industry; Harvey P. Hood, 2d, Charles F. Whiting, Representative Joseph L. Perry of Belmont and Joseph L. Griffin, president of the Boston and Suburban Milk Dealers' Association.

Mr. Conry, the principal speaker of the evening, who brought greetings to the members of the Exchange from Mayor Curley, whom he characterized as the "best qualified municipal administrator in the United States," commenced his talk by describing the enormous growth of automobile traffic in this city during the past 20 years. The veteran milk men present did not operate automobiles in those days, he said, but today nearly 1,000,000 machines pass through the streets of Boston daily.

Use Land Worth \$100 a Sq. Ft.

Referring in a humorous manner to the "wealthy residents to the west of Boston" who leave their cars in the streets daily he asserted that they are using land valued at \$100 a square foot for such purposes as contrasted with land at \$10 an acre in Dover! He urged the need of system and said that one solution of traffic delays is in "providing more bridges or tunnels." Shipping, he stated, must be kept in motion, for delays are costly. Until such bridges or tunnels are provided to the east and west of Boston such traffic delays may be expected.

In referring to those who use the streets of the city for parking he said that they were "dangerously close" to regarding this as a "vested right."

Stall a Better Word

"This word, to park, is a very aristocratic word," laughed Mr. Conry. "It seems to me that the word 'Stall' would be better; more appropriate."

In discussing the matter of city traffic Mr. Conry said, in part:

"One million visitors to Boston will increase the use of milk to a new high record. Fifteen hundred vehicles dis-

tributing milk in our city deserve the open road to the breakfast table. Boston has devoted energy and time and spent money in traffic observation. Accomplishment should replace discussion.

"Successful transportation rests upon system. We have three steam railroads entering the city, each over its own lines into its own terminal; the street car line enters the tunnel or subway, its own terminal, the airship lands at its terminal. All observe system. What has been essential for success in all other systems of transportation appears to be wholly disregarded in the matter of motor traffic.

Limited by Bridge Roads

"The most important immediate duty is to create systematic routing of traffic. Entrance to the city from the north is limited by the bridge roads. The rules for opening the drawbridge over the river to Chelsea were laid down 20 years ago. At that time there were 30,000 cars in Massachusetts. Today there are 30 times 30,000 cars. While traffic has increased 30 times over, the route has remained stationary.

"From the south and west, however, a different situation exists. We have a number of roads over which traffic may be routed with the assistance of adjacent cities and towns. Boston's streets are occupied by cars owned in the suburbs. We welcome those cars and their owners when they are operated on a systematic plan. Intolerable conditions in the centre of the city compel the decision that car owners must accept and be governed by systematic rules or else be barred from occupying the streets for other than traffic.

Takes Auto to Office

"When a passenger leaves a railroad either at the station or the subway he feels that transportation has done all that he required. In the case of the automobile he wants to take the car up to his office, or to his hotel and place it by the luncheon table.

"This habit has taken such a firm hold upon so many people it has become a custom regarded by some as a right. A lady living in the Back Bay is standing on the front steps of her house waiting for her car to drive up. A stranger drives up to the curb, parks his car and locks it. As he is going away the lady appeals to him to leave room for her car to drive in. He very coldly replies that he has just as much right there as anybody else and goes away. He was guilty of discourtesy and his act helps to make the traffic problem more complicated. If this was an isolated instance it might be overlooked. It has come to be a general practice. It must not be permitted to continue.

Own Parking Places

"The question of public ownership of the street railway will be discussed by

the electorate this fall. A proposition we may well discuss in connection therewith is: Shall we allow our public highways to be used for garage purposes, or shall we own and operate public parking places in the outskirts of the city?

"The automobile and street car system must work in harmony and not in opposition."

NOW TO WORK

With the approval by Mayor Curley yesterday of the East Boston tunnel plan proposed by the Boston Transit Commission, the long and more or less bitter controversy over the building of the great improvement is ended. The enterprise calls for an expenditure of \$16,000,000 and all the fancy frills and furbelows such as street widening a mile or so back of the Boston portal, and a variety of "circles" will not be a part of the scheme.

The plan calls for a straight tunnel with a traffic roadway 20 feet wide from curb to curb, from a point on Cross street between Hanover and North streets in Boston and to an exit between London and Paris streets at Porter street in East Boston. Property necessary to be condemned at the two portals is assessed at \$3,287,774. In East Boston most of the buildings to be removed are tenements, and some 500 families will have to seek new homes on account of the razing.

Now to work. With the Mayor's approval the business of tearing down the buildings that stand in the way of this greatest enterprise ever

RECORD 4/17/30

Mayor Out for 20-Foot Tunnel

Weeks of debate over plans for the \$16,000,000 East Boston vehicular tunnel ended yesterday when Mayor Curley gave his approval to the Boston transit department plan.

This plan provides for a straight tunnel with a 20-foot roadway with the Boston portal on Cross st. between Hanover and North sts., and the East Boston entrance between London and Paris sts., at Porter st.

Col. Thomas F. Sullivan, transit board chairman, won his point over Henry I. Harriman and Frederic H. Fay in regard to the location of the Boston entrance.

CH 038E 4/17/30

TRAFFIC TUNNEL ROUTE APPROVED

Portals to Be in Cross
and Porter Sts

500 Families to Lose Homes

Realty Cost \$4,000,000

20-Foot Roadway Provided,
All in Straight Line

Final approval of the Boston Transit Commission plans for the \$16,000,000 traffic tunnel from the North End to East Boston was given yesterday by Mayor James M. Curley.

Portals of the tunnel will be located in Cross st, between Hanover and North sts, on the Boston side, and in Porter st, between Havre and London sts, on the East Boston side. The tube will run in a straight line; the traffic road will be 20 feet from curb to curb.

500 Homes to Be Lost

First steps toward construction of the tunnel will be the razing of buildings at the approaches to both portals. About 500 families will be compelled to seek new homes and 153 parcels of land will be taken; the realty cost will be \$4,000,000.

Police Station 1 is doomed by the tunnel plans, which call for an entrance in the area including part of the present site of that North End structure. No plans have yet been made for a new home for Station 1.

The Boston entrance will be in the area bounded in Hanover st by Cross st and the easterly end of Police Station 1 and from that point will head diagonally to North st at a point opposite Ferry st.

From Cross st the approach will be 35 feet wide to Richmond st, where the approach will go underground. At Richmond st and North sq the actual tube starts.

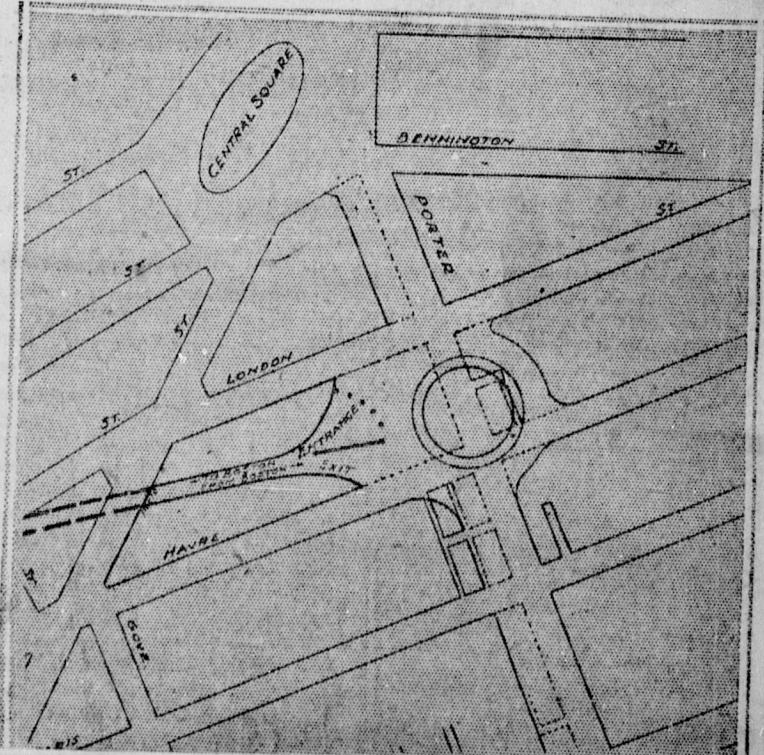
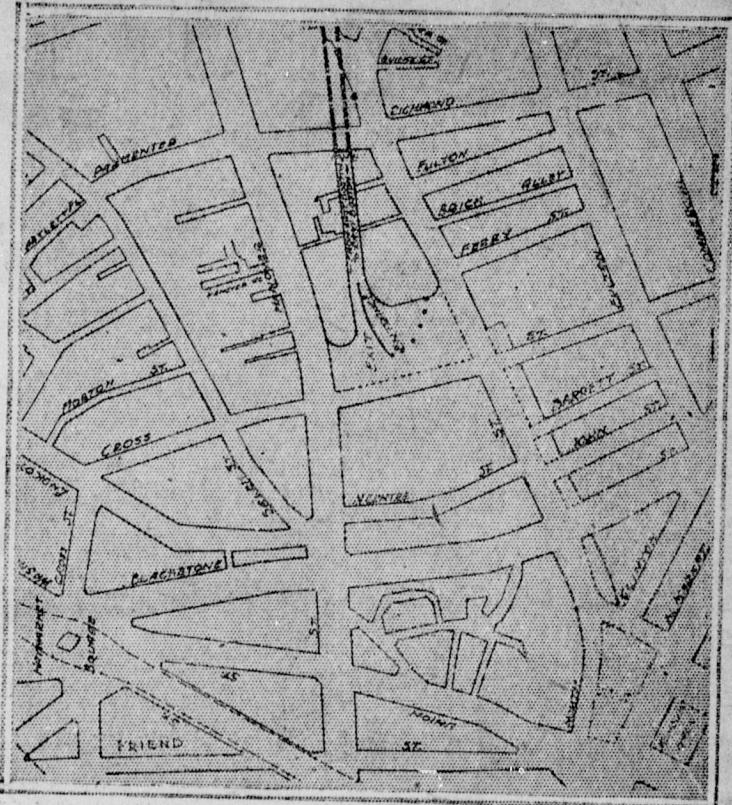
Exit at Porter St

On the East Boston side vehicles will reach street level at Porter st in what is now a back yard area.

A plan exhibited at the Mayor's office yesterday called for a traffic circle on the East Boston end. It is said there may or may not be a traffic circle at that point, depending upon the cost.

Transit Chairman Thomas F. Sullivan is not an enthusiast for them at the tunnel entrances. It is expected that a widened North st, and a wide plaza at Cross st and Dock sq will divert traffic from Haymarket sq to Dock sq via

WHERE HARBOR TUNNEL WILL COME TO SURFACE



Exchange st.

Though a traffic circle at Haymarket sq and a widening of Cross st from Haymarket sq to Commercial st and then to Atlantic av are not contemplated in the accepted tunnel scheme, Mayor Curley in his office yesterday expressed publicly his support of such projects. Col Sullivan, Henry L. Harriman, president of the Boston Chamber

of Commerce, and Frederic H. Fay of the Planning Board were present.

Mr Harriman and Mr Fay stated that they believed that the widening of Cross st must be done sooner or later and also they expressed the opinion that the proposed tube will not be capable of handling the traffic soon after operation and that a second tube will be necessary.

GLOBE 4/17/30

CURLEY CHIDES POSTAL CHIEF FOR POSTOFFICE DELAYS HERE

Sends Brown a Picture Showing Only Three Men
Working on Site of Federal Building



MAYOR CURLEY'S PICTURE OF PROTEST—THREE MEN AT WORK ON POSTOFFICE SITE

"When may we expect steam shovels and activity to replace inaction and unemployment?" Mayor James M. Curley asked in a letter sent yesterday to Postmaster General Walter F. Brown, at Washington. Accompanying the letter was a photograph of the site of the proposed new Postoffice in Postoffice sq., showing three men working on the \$6,000,000 project.

Mayor Curley's letter follows:

"I beg you will accept of the enclosed photograph which indicates the progress made in a period of five months in the construction of the Postoffice at Boston.

"The police census recently completed discloses the fact that there is in excess of 40,000 persons unemployed in Boston at the present time. Within the metropolitan area, the number would probably total 75,000.

"Every branch of the Government

has had opportunity to aid President Hoover in his program for the relief of the unemployed by carrying through to completion public works.

"The city of Boston has patiently waited for a period of five months for something that would savor of animation upon the part of the postal authorities in the matter of the construction of the proposed Postoffice at Boston.

"When may we expect steam shovels and activity to replace inaction and unemployment?"

CONRY AND COUNCIL DISCUSS HIS BUDGET

Joseph A. Conry, newly appointed Traffic Commissioner, was in session yesterday with the City Council committee on appropriations to discuss the budget for his department.

Concerning automatic traffic signals

Mr Conry said they would not flash for another month or two. He said he was unable to stop double parking in Stuart and Boylston sts because the police would not act; that it was not the duty of police, except traffic officers, to tag automobiles and enough traffic patrolmen were not available.

There is a chance, he said, that within two months the first unit of synchronized traffic lights would be in use; no contract has yet been made for the second unit.

POST 4/17/30

GLOBE 4/17/30

TO START TUNNEL JOB BY DECEMBER

Hope to Get Actual Digging Under Way Then --- Goodwin Wins Victory Over Route Selection

By WILTON VAUGH

Having approved the final plans for the location of the East Boston traffic tunnel, Mayor Curley, late yesterday, ordered city engineers to rush the preliminary details so that ground may be broken and actual construction work started on the \$16,000,000 job before the end of the year.

MUST GET WAR DEPT. O. K.

If the steam shovels commence digging in December, the most sanguine hopes of the engineers will be gratified, it was explained yesterday, for the plans must be submitted to the War Department at Washington and the State Department of Public Works for approval, before the city can go ahead with the work.

Then 153 parcels of real estate must be taken to make way for the tunnel approaches and entrances and the tenants in the market district and in the stores and tenements at East Boston must be given time to find other quarters before their buildings are razed.

Colonel Thomas F. Sullivan last night prepared petitions for presentation to the federal and State authorities, and Senator Harriman of the Chamber of Commerce and Corporation Counsel Samuel Silverman made preparations to look up the deeds within a short time after the completion of the \$4,000,000 worth of property which of the first, and he contended that will be purchased by the city, leaving the second tube should be built from \$12,000,000 for the actual construction. Haymarket square to Central square, and equipment of the vehicular tube the route recommended in his original plan, which former Mayor Nichols had under the harbor.

The Mayor's selection of the Transitadot adopted. Commission's route was considered a victory for Chairman Frank A. Goodwin of the Finance Commission, who stopped the plan for a tunnel from Haymarket square to Central square, which was approved by former Mayor Nichols last December on recommendation of Chairman Frederic H. Fay of the City Planning Board and Henry I. Harriman of the metropolitan planning division.

Real estate speculators who purchased property for a quick sale to the city in the expectation that the Harriman-Fay plan would be adopted were given a body blow yesterday when the final decision went to the original Transit Commission plan, drawn up by Chief Engineer Ernest R. Springer.

As outlined by the Mayor, the tunnel will start at Cross street, between Hanover and North, dip underground at Richmond street, pass under North square, Moon street, Lincoln Wharf and the harbor to East Boston, where it will pass under the North Ferry slip and come up at Meridian street, between Havre and London, with the surface entrance and plaza at Porter street, between Havre and London.

To provide adequate approaches to the Boston terminal, North street will be widened to 80 feet by clearing out the buildings on the east side from Cross street to Dock square. In addition, the triangle of buildings bounded by North and North Market streets and Union street and Merchants row will be cleared out, making a plaza on the north side of Faneuil Hall and giving plenty of room to traffic between the proposed tunnel entrance and Dock square.

At the East Boston entrance, Porter street will be widened to 100 feet by removing the buildings on the south side from Central square to Chelsea street, and if there is sufficient money left, a traffic circle, recommended by the planning boards, will be laid out at the entrance, taking property on the north side of Porter street.

Between ticket offices, the tunnel will run a straight line 6270 feet long and between portals it will be underground for a distance of 5448 feet, for at each end there will be open cuts. Though the appropriation of \$16,000,000 is the largest ever provided for a single public improvement in the history of the city, there will not be sufficient money, in the opinion of municipal engineers, to build a three-lane tunnel.

The plans call for a tube 20 feet wide between curbs and according to President Harriman of the Chamber of Commerce a second tunnel will be required to the \$4,000,000 worth of property which of the first, and he contended that will be purchased by the city, leaving the second tube should be built from \$12,000,000 for the actual construction. Haymarket square to Central square, and equipment of the vehicular tube the route recommended in his original plan, which former Mayor Nichols had

FAVORS CITY PARKING AREAS IN SUBURBS

Conry Wants Autoists to
Ride In on "L" Cars

Traffic Commissioner Talks at Milk
Package Exchange's Banquet

Establishment by the city of Boston of large parking areas in suburban sections and requiring automobilists coming from remoter places to leave their machines there and ride into the city proper in Elevated cars, was a proposition advocated last evening by Joseph A. Conry, municipal traffic commissioner, with a view to reducing down-town street congestion, and improving the financial condition of the Elevated.

He believed that automobilists and the street cars must work more in harmony in future for the public welfare, and not continue, as heretofore for years, to be in opposition to each other.

Mr Conry announced his views at the 19th annual banquet of the Milk Package Exchange of Greater Boston, at the American House, where the traffic commissioner was representing Mayor Curley.

Mr Conry, incidentally, telling of the increasing complications and cost of municipal Government, asserted that there is not anywhere else in the United States a city administrator as able as Mayor Curley.

In the interest of speeding transportation in Boston, Mr Conry referred to the fact that, while approach to the city from the south is fairly adequate, there has been no increase in the capacity of bridges from the north during the last 30 years, "while the number of automobiles has multiplied 30 times."

He spoke disapprovingly of the alleged notion of automobile owners that each of them has a sort of vested right in downtown streets, to use them for parking purposes, "one automobilist considering it proper to park a machine even in front of the dwelling of another who may be waiting the arrival of his or her own machine at the time."

M. W. Comiskey, manager for the Milk Package Exchange, the chief object of which is to recover the thousands of milk bottles that would be lost annually but for its watchfulness, told how, during the first three years of the existence of the exchange, lost bottles to the value of \$104,080.55 were recovered.

Mr Comiskey believed that thousands more bottles may be saved annually if milk dealers will urge their drivers to go after them insistently while on their rounds.

State Senator Joseph L. Perry spoke warmly in favor of the new taxation schedule to be put before the Legislature with a view to relieving real estate from what he termed an unjust burden.

Harvey B. Hood and Joseph L. Griffin, president of the Boston and Suburban Milk Dealers' Association, also spoke. John F. Dillon was toastmaster. The attendance was about 200.

Lines of the Links

By A. Linde Fowler

CONGRATULATIONS are surely in order for Mayor James M. Curley on his round of 89 at Franklin Park yesterday, officially opening the season for Boston's lone municipal course, also for Park Commissioner William Long in duplicating the mayor's score. If Francis Ouimet or one of the other ranking golfers of the district scored such a figure it would be different, but for the ordinary golfer a score of 89 at Franklin Park would be extremely satisfactory. For the majority of golfers it would not be possible, for it is not to be forgotten that the average score in the average club is over a hundred.

* * *

For the mayor it is not uncommon to be facing a crowd and if the implement was the tongue, instead of a driver or an iron, he would give some of the ranking golfers a handicap of the use of an encyclopedia, a book of quotations and a prompter and still come out ahead. But to face a crowd and have to depend on the golf clubs for upholding the prestige of the first office in the city is quite another matter.

* * *

There was something significant about yesterday's play at Franklin Park, totally aside from the fact that the course was opened earlier than usual and in better condition than at the start of most seasons. There was the significance of the progress golf has made of late years in the eyes of the rank and file of citizens. I have an idea that twenty years ago James M. Curley would not have dared, for political reasons, to have officially opened the golf season at Franklin Park, or anywhere else. The word would have been passed like wildfire through the ranks of a lot of his supporters that "Jim is trying to become a 'high brow.'"

* * *

How different it is today! The man in the overalls vies with the man with the stiff collar in getting out to the links either before or after work. The fact that Mayor Curley is a golf enthusiast hurts him not a particle in the eyes of any supporter, and it must help him in the eyes of many others. It will help him a lot more if he succeeds in starting a new municipal course for Boston, a city which is shamefully behind others in the matter of what it has done for its golfers who for one reason or another cannot become members of private clubs.

GLOBE 4/17/30

CITY EMPLOYES HALT WORK THREE HOURS

All activities on the part of city employees will suspend today between noon and 3 o'clock, in conformance with custom on Good Friday, according to an order set yesterday by Mayor Curley to all heads of departments.

city and is turning out printers while printers are walking the streets unemployed."

Referring to the project to spend \$1,500,000 for a Girls' High School, Mr Goodwin said that Dorchester needs a high school 10 times more than the proposed new school.

In closing his comprehensive criticism, Chairman Goodwin remarked: "It might be a good idea to abolish the School Committee and create a paid board that would devote its entire time to the work rather than the present unpaid committee."

Last night, Joseph J. Hurley, chairman of the School Committee, issued the following statement in answer to Mr Goodwin's criticism:

"Since I became chairman of the Boston School Committee I have been seeking to correct the matters covered by Mr Goodwin's criticism. I have an order pending to cut to the bone the trade shops with their costly equipment. On this I have the support of the survey committee, and I am sure that the School Committee on Monday next will pass my order."

"The School Committee is entitled to reasonable time to cure the defects set forth in the survey committee's report. These defects extend back more than a decade and cannot be corrected over night. Mr Goodwin knows that the School Committee has been giving serious consideration to the survey committee's report. So far as his criticism affects the superintendent and the Board of Superintendents, that is a matter for them to answer."

GLOBE 4/17/30
GOODWIN ASSAILS SCHOOL SITUATION

Urge "Sensible" Quiz by Authorities

Attacks Unsanitary Buildings
"Lacking Fire Escapes"

Criticism of the school situation, coupled with a suggestion that a sensible investigation should be made by proper authority before the city is committed to wasteful expenditure, was made yesterday by Chairman Frank A. Goodwin of the Finance Commission, speaking before the City Council Committee on Appropriations.

The regular budget of \$50,000 called for an additional \$10,000 to investigate the school situation, making a total budget of \$60,000.

Mr Goodwin, telling what he knew of the present situation, said that between 1920 and 1928 all school expenses increased from \$7,495,000 to \$20,307,000; that the expense of the School House Commission went from \$1,189,000 to \$5,017,000 and that of the School Committee from \$6,303,000 to \$15,290,000.

Several years ago, said Mr Goodwin, the Finance Commission hired Prof L. O. Cummings of Harvard University, who made a preliminary survey, which resulted in the appointment of the survey committee at an expense of \$27,000 to investigate itself. The majority of the survey committee, according to Mr Goodwin, were educators; they found a "terrible situation regarding the Schoolhouse Commission, and the commission was abolished."

The education end of the survey brought forth private criticism, said Mr Goodwin.

"I say it is about time to investigate the educational end of the School Department," added Mr Goodwin, "for the educators themselves cry that the children are our future citizens, and we must protect them."

Mr Goodwin criticised the number of portable schools still in use. He also said that pupils should be sent to Mechanic Arts High School, where attendance is falling off, instead of factories being installed in other schools.

Criticising buildings, he said there were 60 wooden buildings in use; 13 without fire escapes; 84 second-class buildings without fire escapes and 31 of them with halls, and that 56 school buildings are not provided with legal sanitary systems.

"Instead of correcting these evils," said Mr Goodwin, "they are building swimming pools, hot houses and factories; the junior high school has one of the finest swimming pools in the

COUNCIL GROUP
INDORSES BUDGET

Committee Favors Curley
Appropriation Bill

The City Council committee on appropriations completed its study of the budget yesterday and so far as could be learned there will be no cuts and the budget for 1930 as submitted by Mayor Curley will be adopted.

Laurence Pratt, secretary of the Good Government Association, was the last person to address the committee of which Councilor Robert Gardiner Wilson Jr is chairman. He complimented Mayor Curley and expressed approval of the budget, an unexpected tribute to the Mayor, who was opposed by the Good Government Association in his campaign.

He suggested that the city would be better off with a regular staff of painters instead of hiring men as necessity requires. Mr Pratt took a shot at the elevators and elevator service in the old City Hall building and recommended that modern equipment be put in service and that much valuable space could be saved by trimming the stairways and proper placing of staff ways.

Unexpended balances in budgets of recent years, said Mr Pratt, afford an opportunity to reduce appropriations for police and hospital departments and that two fast boats would be more economical than the present trio in service.

Post 4/17/30

42035 4/17/30

START SURVEY OF TUNNEL TAKINGS

Engineers of City to Run Lines Through 153 Parcels of Land Involving Millions Cost

Under orders of Chairman Thomas F. Sullivan of the Transit Commission, city engineers yesterday went into the market district and the third section of East Boston to survey the \$4,000,000 worth of private property which will be taken by the city in the construction of the \$16,000,000 East Boston vehicular traffic tunnel.

WEEKS OF WORK

Although Mayor Curley approved the plan placing the Boston entrance at Cross street, between North and Hanover streets; and the East Boston entrance at Porter street, between London and Havre streets, it will require weeks for the engineers to determine just where the tunnel route will cut the property lines on the 153 parcels of real estate which must make way for the tube under the harbor and its approaches.

The plan definitely calls for wiping out the entire block in the market district bounded by Dock square, North street, North Market street, Merchants Row and Faneuil Hall square; the east side of North street, from Dock square to Cross street; the north side of Cross street, from Hanover to North street, and in East Boston the south side of Porter street, from Central square to Chelsea street.

The Dock square block will cost more than a quarter of the entire amount available for property takings, for its mere assessed valuation was placed at \$1,078,000 in the records for 1929.

The largest single owner is listed as Robert H. Gardiner, et al., trustees, whose holding at North Market street and Merchants Row, are assessed for \$620,000 alone, for 8727 square feet of land and buildings.

The adjoining property at 53 North Market street, is listed in the name of Mary P. Cummings, the building and 1758 feet of land being assessed at \$118,000. The next block from 54 to 60 North Market street, in the name of Annie T. Tarbell, et al., is assessed at \$246,000. Maud B. Patterson and Fannie B. Frederick pay the taxes for the building and 1270 feet of land at 62 to 6 North Market street, which is assessed at \$83,000.

One of the most unusual lots to be taken is the parcel of only 70 square feet of land at 5 Faneuil Hall square, which with the building is assessed at \$11,000 in the name of William J. Spinney, whose property completes the big block which will be razed to provide an adequate entrance to North street and the tunnel, at the same time making a square on the north side of

Faneuil Hall to show off its historic lines.

Moving down North street, the property scheduled to be taken on the east side to increase the width of the artery from 50 to 80 feet, now includes:

Tufts College Involved

Land and buildings at 71 to 73 North street, assessed at \$40,000, in the name of Abraham Lurensky; 75 to 103, in the names of Max E. and Charles E. Wyzanski, et al., \$63,000; 87 to 91, in the names of Albert I. Gordon, et al., trustees, \$100,000; 93 to 97, in the names of Max E. and Charles E. Wyzansky, et al., \$53,000.

Tufts College property at 105 North street at Cross, comprising a building with 250 feet of land, assessed at \$57,000, is slated to go, as is the adjoining property at 109 and 111, held in the name of Harry H. Ham, et al., trustees, assessed at \$40,000.

Mary M. O'Brien is assessed for \$282,000 for property in the block from 106 Cross street to 122¹ North street, which is in the line of the tunnel entrance. The adjoining parcel at 124 North street is assessed in the name of Rosemary McCarthy for \$33,000.

Adjoining Mary O'Brien's block at Cross and North streets are two parcels at 96 to 102 Cross street, assessed in the name of Vincent Tassinari for \$35,000.

Next to that at 88 Cross street is the police patrol house, which with the Hanover street station at 209 Hanover street, is assessed in the name of the city, so that no payment will have to be made in taking the property for the tunnel, although new quarters must be found for the North End police division. The next block, at 84 Cross and 201 Hanover, is listed in the name of Harry F. Ratschesky for \$75,000.

On the East Boston end of the tunnel most of the property which will be purchased for the widening of Porter street stands in the names of individual home-owners, with only three or four transfers recorded on the books during the past three years.

The entire strip from Central square to Chelsea street, comprising 38 parcels of real estate, with as many different owners, reaches a total assessment of only \$200,000.

DENIES APPEAL BOARD FOR CIVIL SERVICE

House Also Turns Down Town Referendum

Senate Advances Bill for Taxicab Law Amendments

No board of appeals from decisions of the State Civil Service Commission is to be created, the Massachusetts House determined yesterday, in refusing substitution of an adverse committee report on a bill for such a board.

Two other measures were debated and rejected yesterday: The bill to permit referendum to voters on questions considered at town meetings, and the bill under which the creditor or administrator of an estate would have authority to go into the Probate Court and have a claim determined or established.

No more than 3000 taxicabs would be allowed in Boston, and hotels and railroads and other places would be allowed to designate the company that shall operate the stands in front of their places of business, under the provisions of a bill ordered to a third reading by the State Senate yesterday. The bill closely follows the report of the special commission which studied the taxicab situation in this city last year.

The Senate insisted upon its amendment to the bill relating to laborers in the classified Civil Service, and the measure was returned to the House.

When Postmaster General Brown gets Mayor Curley's letter with a photograph showing that with at least 40,000 men unemployed in Boston, only three men are at work getting ready for the long-delayed construction of the Boston Postoffice, he will realize that pictures speak louder than words, and when he reads the letter he will realize that Mayor Curley knows how to use words, too.

HERALD 4/18/30

Gen. Dunn Legally Entitled to \$3000 City Pension, Is Silverman's Ruling

Brig.-Gen. John H. Dunn, who resigned as soldiers' relief commissioner Sept. 12, 1925, who was reappointed Nov. 16 of that year, after he had been an unsuccessful candidate for public office, and whose resignation, submitted to ex-Mayor Nichols in January, 1926, and accepted July 15, is legally entitled to a pension of \$3000 per year according to the ruling of Corporation Counsel Samuel Silverman.

Dunn was granted the pension as the soldiers' relief commissioner almost four years after he ceased to draw salary from the city treasury. Explanation of the delay yesterday disclosed that he made application to ex-Mayor Nichols, in 1926, for the pension, but that action was refused and the application was inherited by Mayor Curley.

He asked the corporation counsel for advice and Silverman's opinion was favorable to Dunn.

No consideration was given by the corporation counsel to the fact that Dunn is drawing disability retirement compensation of \$281.25 per month from the federal government and Mr. Silverman declared yesterday that regardless of the fact that Dunn is receiving \$3375 from the federal treasury, that revenue is exempted by law from inclusion in the "total income" that Dunn was receiving when he was granted the pension.

The statute law specifies that the "total income from all sources" shall not exceed \$500 per year, but federal

pensions and retirement compensation can not be recognized in computing the total income, Mr. Silverman said.

That the finance commission would look into the Dunn pension was indicated yesterday, but Chairman Frank A. Goodwin said that his only knowledge had been obtained from the newspapers.

He added that the pension had either been legally or illegally granted and that no investigation of the circumstances appeared necessary.

The unusual feature of the pension, however, is that Dunn left the municipal service in September, 1925, when he intended to be a candidate for mayor, and that the circumstances are dissimilar to those ordinarily connected with municipal pensions.

THE AIR PORT BILL

The bill to authorize the Public Works Department to lease additional lands to the city for the expansion of the airport at East Boston has been a long time in the hands of the Committee on Harbors and Public Lands. It should of course have all necessary consideration but we trust that it will soon be reported and favorably. The immediate end in view is the addition of some forty or fifty acres to the present area of the airport so that it may be enlarged at once to a size that shall fulfil the requirements for a Class A1A rating by the Department of Commerce. Other additions may be made later but there is immediate need for this development.

If the bill should be reported out today, it would probably be impossible to begin actual work before mid-June. The measure would have to make its way through the Committee of Ways and Means and on to the Governor, bids would have to be advertised for and contracts let. Every day now is valuable.

CURLEY APPROVAL LAST TUNNEL STEP

Council Has No Authority Over Any Phase of Project

The approval by Mayor Curley, announced Wednesday, of the plan of the East Boston tunnel prepared by the transit department is the only necessary legal formality required by the legislative enactment authorizing the expenditure of \$16,000,000 for the construction of a tunnel.

The city council has no authority over any phase of the project. Acceptance by the council in June, 1929, of the tunnel act, was the final official connection of the council and the project then passed on to the mayor.

As soon as plans are prepared for any phase of the work so that bids can be called for the transit department will invite proposals and whatever contracts are awarded will be determined by the transit commission subject to the approval of the mayor.

GLOBE 4/18/30

GOLD STAR MOTHERS SAILINGS DISCUSSED

Allen Gives Luncheon to
Veterans' Leader

Trips From Boston Unlikely,
Speakers Believe

Mrs Bessie Hanken of Revere, national president of the Veterans of Foreign Wars Auxiliary, started the talk on the gold-star mothers' pilgrimages to France at the luncheon yesterday at the Parker House by Gov. Allen to National Commander-in-Chief Hezekiah N. Duff of the V. F. W., of Lansing, Mich.

Having stated that she was in her official position able to boss 47,000 women and still smile, "an accomplishment few men could achieve," she said she had lately been talking in Washington with Quartermaster General B. F. Cheatham of the Army about the segregation of the colored gold-star mothers, which appeared to be contemplated by the War Department.

She reported back that while such segregation seems probable, it is incorrect to believe that the War Department is planning to send the colored gold-star mothers over in the very last boat of the pilgrimage.

She assured the gathering of 75 that, on the contrary, those colored mothers, she understood, were pretty likely to be sent over in the third or fourth steamer leaving these shores.

Thanking Gov. Allen as one of the few Governors she'd found in this country who "believes in fair play," she voiced her regret that it began to look as if there would be no gold-star mother sailings from Boston.

Gov. Allen responded: "The apparent refusal of the War Department to have no Boston sailing is hard for some of us to understand. But War Department rules have been known to be altered. We still have hopes."

Throughout the after-luncheon speeches there was much good-natured comparison between Gov. Allen and Mayor Curley about the Commonwealth and municipal appropriations allowed to each for entertainment and hospitality to veterans.

Mayor Curley after announcing his coming V. F. W. luncheon at the Ritz-Carlton, said he had just made an offer of entertainment for the V. F. W. Auxiliary, if they would convene in Boston, to Mrs Mary M. O'Keefe, their State president, who was sitting next him at the head table.

Then Lieut.-Gov. William S. Youngman undertook to top all the entertainment banter. He said:

Mayor one better. Various municipalities and Commonwealths did much in furthering the American Legion national convention in Paris two years ago.

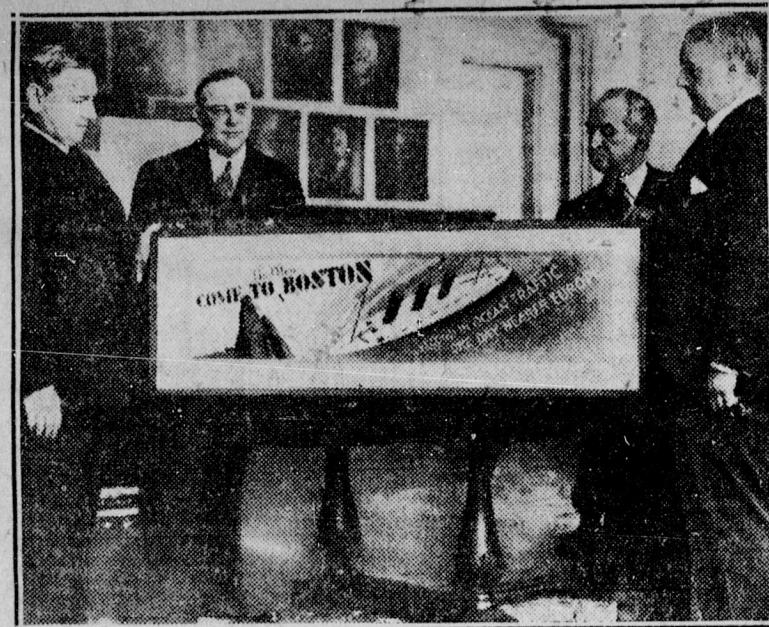
"When my time comes, I propose to do all in my power to help the idea of a national convention of the Veterans of Foreign Wars in Paris.

"Then Mrs Hanken, having learned how to handle 47,000 women, will have an opportunity to see what she can do with 50,000,000 Frenchmen."

Others who sat at the head table were: Pres. Gaspar G. Bacon of the State Senate, Speaker Leverett Saltonstall of the House of Representatives, ex-Atty. Gen. Herbert Parker of the Tercentenary Commission, Adjt. Gen. Jesse F. Stevens of the National Guard, State Commander Max Singer of the V. F. W., Rear Admiral Philip Andrews, Brig. Gen. Merriweather L. Walker, Judge Edward H. Logan of South Boston and National Chaplain Wallace E. Hayes of the V. F. W.

Post 4/18/30

ADVERTISING HUB AS A PORT



Mayor Curley conferred yesterday with H. Ainsley Highman, New England director of the French Line, and Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, in regard to the arrival of the *Rochambeau* here on April 23. The *Rochambeau* is the largest French steamer that has ever entered this port. The mayor is shown on the left. Grouped about the poster with him are Mr. Highman, John T. Scully and Mr. Davis.

LAUD MAYOR'S 1930 BUDGET

Complete approval of Mayor Curley's 1930 budget, calling for the expenditure of \$49,501,799.53 this year in the services of the city and county, will be recommended to the City Council at its next meeting by its committee on appropriations, which has examined the budget items at public hearings during the past two weeks.

Chairman Robert Gardiner Wilson, Jr., and his committee colleagues, upon the conclusion of the hearings yesterday, indicated that they had been unable to find items which might wisely be cut down.

That they will provide \$10,000 extra for the Finance Commission to permit Chairman Frank A. Goodwin to conduct an investigation of waste and extravagance in the school system was definitely assured.

The last witness to appear before the committee was Secretary Laurence O. Pratt of the Good Government Association, who has scrutinized the budget with the Councillors. Although his group opposed Mr. Curley's recent election, he praised the Mayor's administration during the past three months and a half and declared that the budget was "water tight."

TELLS FIREMEN TO KEEP ON JOBS

Must Not Spend Time in Commissioner's Anteroom

Indications that too many members of the fire department have been spending their time in the waiting room outside of the commissioner's office at fire headquarters and not in their quarters waiting for alarms, were seen yesterday in an order issued by Commissioner McLaughlin banning all impromptu visits in the future.

Any member of the department desiring to interview the commissioner hereafter must first arrange for an appointment through Herbert J. Hickey, the executive secretary, and no fireman who drops in unexpectedly may expect to get a hearing.

HOLIDAY RITES ON TONIGHT

Lanterns Will Be Hung in Belfry of Old North Church

Observance of the 155th anniversary of Patriots' Day will start tonight when the lanterns will be hung in the belfry of the old North Church, where the customary "night before" exercises will be omitted this year because of the Good Friday religious services.

SPECIAL PROGRAMMES

But tomorrow morning the nine cities and towns along the routes of the famous rides of Paul Revere and William Dawes, Jr., will commence special programmes this year as part of the tercentenary celebration.

The Boston celebration will start at 8:50 o'clock tomorrow morning with the ringing of the King's Chapel bell, which Paul Revere himself recast in 1816. This will be used to open the flag raising exercises in front of City Hall, where Mayor Curley will officiate, before a parade of sailors, veterans, school cadets, scouts and bands leave for the procession to North square.

Will Dedicate Two Tablets

On the way the procession will stop to dedicate a tablet marking the site of Paul Revere's shop at 175 Washington street, adjoining the Ames building, and again at Garden Court street to dedicate a tablet, marking the site of Thomas Hutchinson's home.

The Mayor will deliver an address at North square and at 10 o'clock will start the modern Paul Revere, First Sergeant Robert D. Rodes of the 10th Cavalry, on his way to Lexington. For the first time this year, an automobile bearing another Paul Revere will set out for Lexington to determine whether he can obey all the traffic laws and regulations and yet reach Lexington first.

Under the programme arranged by Director of Public Celebrations J. Philip O'Connell and Chairman Charles L. Burrill of the Boston committee, Mayor Curley will have to travel faster than any of the riders. He must send Paul Revere away at 10 o'clock in North square, reach the airport at 11 o'clock to bid bon voyage to the Centenary "good will" plane, and serve as host to National Commander-in-chief Hezekiah N. Duff of the V. F. W., at 1 o'clock at the Ritz Carlton.

Globe 4/18/30

PLAN TO MARK WITH TABLETS TOMORROW THREE SITES OF HISTORIC ATMOSPHERE



HISTORIC SITES TO BE DEDICATED TOMORROW

In anticipation of the expected influx of visitors later in the season, eager to see points of interest in connection with the early history of the Nation, three memorial tablets are to be unveiled in Boston and dedicated with suitable exercises tomorrow, under the auspices of the public celebrations committee, J. Philip O'Connell, director.

The sites have been selected by the advice of Walter Kendall Watkins of the municipal historical committee.

The three tablets will mark the sites of the gold and silversmith shop of Paul Revere for years after the Revolution, known as 50 Cornhill, though now 175 Washington st. occupied by the Exchange Trust Company; the site of the Colonial days of the famous Hutchinson house on the north side of Garden Court st, just off North sq., and the site of the Colonial north wharf, near the present Battery Wharf.

The first dedication tomorrow, at 9 a. m., will be on the site of the shop of Revere, who started on his famous ride through the Middlesex Valley between 9 and 10 p. m. 155 years ago tonight.

Wording of Tablet

The tablet to be placed on the existing building reads: "On this site was the goldsmith shop of Paul Revere, Patriot, 1775. Placed by the City of Boston."

The unveiling and dedication, at

9 a. m., will be conducted by Mayor Curley and will be a detail of the Patriots' Day celebration.

The site of his shop, some years after the revolution, was that of the present Exchange Trust Company, next north of the Ames Building on Washington st. Washington st. was Cornhill until a little more than 100 years ago.

The present trust company building is said to resemble in size only the dwelling in which Revere had his shop, though in his day there was a dark alley at the south end of the building leading from the highway into a back-yard, in which was a pump with good well water, a popular adjunct when running water was unknown.

In that shop Revere, whose now extolled spectacular heroism was then thought of by only a few persons, catered to the demands of many of the oldest and richest Boston families with his many varieties of household silver of graceful design before 1800.

At about that time he was succeeded in the store by Samuel T. Armstrong, once famous publisher and printer, as well as Lieutenant Governor at one time. He in turn was followed by Crocker & Brewster, in the same business, while they gave way to a once well-known hat store, which preceded the trust company on the spot.

The other two dedications will be later in the day.

House Was Raided

The Hutchinson house, home of the royal Governor, Thomas Hutchinson, was raided shortly before the Revolu-

tion, owing to the revelation by Benjamin Franklin that Hutchinson, of American birth and ancestry, had been secretly urging the British Government to take more and more stringent measures against this colony.

In the raid by a mob of men and boys in 1765 Gov Hutchinson's manuscripts, including a great quantity of memoranda for his later published history of Massachusetts, were scattered about the neighboring streets, and many were never recovered.

The house was built about 1686 and was occupied by Gov Hutchinson and his father from 1711 till 1774, when the Governor fled to England for good.

The Governor was a descendant of Anne Hutchinson, whose loquacity on theological subjects was responsible for a statue of her in front of the State House today.

Hutchinson was the only royal Governor here, save Sir Edmund Andros, 1686-1689, who did not live in the Province House, in Washington st, opposite the head of Milk st. Hutchinson considered his own house a better one.

The interior architecture was spacious and lofty, involving much mahogany. There were splendid mirrors and artistic bronze lamps and pictures of British victories in war, emblazoned arms of Great Britain and paintings of successive British Kings and Queens.

The North Battery, the name of which is still perpetuated in Battery Wharf, on the same site, was built about 1664 on the edge of the harbor, at the foot of the east slope of Copps Hill. It was demolished more than 100 years ago.

GLOBE 4/18/30

CONRY MAY IMPOUND AUTOS

Studying Question of Illegally Parked Autos

That Traffic Commissioner Joseph A. Conry intends to make a full study of the impounding idea, concerning illegally parked cars, seems more evident each day.

In a letter today to Mayors of the principal cities in the country, the concluding line asks the question, "Has your city any rule in regard to impounding cars which may have violated the traffic regulations?"

The letter sent to the chief executives of the various cities is in connection with the American Legion convention and the tercentenary program.

Commissioner Conry in the letter says that these two sublime events of national interest will attract more than a million persons to Boston. He adds that Mayor Curley is determined that everything will be done by the city authorities for the comfort and happiness of all visitors. He makes known that it is desirable to have a system of traffic management, completed this summer which will be easily understood by every stranger visiting this city. He asks that the Traffic Commission be favored with a copy of the traffic regulations in each city. Believing that each city has its own local problems, the commissioner feels that fundamentally the principles are the same. He goes on to say that after an examination and comparison of the regulations of the various American cities, it is his hope that the rules finally adopted will be recognized as being for the convenience of all.

AMERICAN 4/18/30

PLAN UNIFORM TRAFFIC RULES

In an attempt to compile a set of traffic regulations during the Tercentenary celebration and the American League convention that will cause least discomfort to visiting motorists, Traffic Commissioner Joseph A. Conry wrote today to mayors of principal cities throughout the country.

In his letter he asked that the mayors send him copies of traffic regulations in their cities.

GLOBE 4/18/30

When Postmaster General Brown gets Mayor Curley's letter with a photograph showing that with at least 40,000 men unemployed in Boston, only three men are at work getting ready for the long-delayed construction of the Boston Postoffice, he will realize that pictures speak louder than words, and when he reads the letter he will realize that Mayor Curley knows how to use words, too.

HERALD 4/19/30

MAYOR AIMS AT SMOKE NUISANCE

19
Orders Law for Control
Embodying in Recodifica-
tion of Building Law

WOULD RELIEVE THE STATE OF TASK

By M. J. ROSENAU, Jr.

The city's first step in its war on the smoke nuisance was taken yesterday by Mayor Curley who ordered the building department to include in the recodification of the building code a law with teeth for the control of smoke emission.

The mayor chose this method of meeting a situation which left him few loopholes through which he could gain for Boston home rule in regulation of the smoke nuisance.

Edward W. Roemer, supervisor of construction of the building department and president of the New England building officials' conference which is attempting to set up standard building codes for the six states, has been instructed to place the problem in the hands of a sub-committee and has promised that the new code, with provisions for smoke regulation, will be ready for the next session of the Legislature.

The mayor's determination to rid the city of the high cost of smoke was expressed in an indictment of the evil as "an awful situation."

"Something must be done about it," he said. "It costs us a couple of thousand dollars each time we clean a building and the city could well spend \$4,000,000 right now to spruce up. This, in addition to other financial impositions which unnecessary smoke foists on the community, has got to go."

Supervisor Roemer declared that while it had never been the intention of his organization to include smoke regulation in the new building code, he will next week assign to the task of drawing up the law the sub-committee on chimneys and heating apparatus.

ARRAIGNS STATE HOUSE

The sub-committee will be aided in its work by an attorney who is advising the conference in its recodification work, and it is the mayor's intention to press this particular measure of the new code on the Legislature next fall.

If approved by the Legislature, the building code will become a statute and will void all previous acts as affects the city of Boston. In this way Mayor Curley hopes to relieve the department of public utilities, now the enforcing agent of the present state smoke laws, and obtain an effective home rule to alleviate the situation.

Thursday the mayor received the president of a concern which manufactures a widely used device for the elimination of smoke. He declared he was greatly impressed with the practicability of the apparatus and the iron-clad guarantee with which the concern agrees to allow the device to prove its merits and if unsatisfactory will remove it without charge.

WAS REVERE'S SHOP

Building Where Mayor Will Dedicate
Tablet Is Historical Site

The building where Mayor Curley will dedicate a tablet this morning, 175 Washington street, is the Exchange Trust Company building, on the site of the original goldsmith and silversmith shop of Paul Revere and the present two-story building put up by the trust company two years ago is in size and architectural design nearly a replica of the original Paul Revere shop. The bronze plate that will adorn the building has a bas-relief of the original building and this inscription:

"On this site was the goldsmith shop of Paul Revere, patriot 1775. Placed by the city of Boston."

The present Washington street between Adams square and the Old State House was originally called Cornhill. The successor to Paul Revere in the original store was the firm of Crooker & Brewster, silversmiths. Later the same building became the book shop of Samuel T. Armstrong, lieutenant-governor of Massachusetts. The building was a fine type of the architecture at that time, 1789.

Bigelow, Kennard & Co., Inc., will have on display several historic pieces of Paul Revere silverware in the banking room windows and unusual photographs and decorations will mark the ceremonies of dedication of this historical site.

Two of the best collections of Paul Revere silver are known as the Mrs. Nathaniel Thayer collection and the Hollis French collection. On exhibition at the Old State House in Boston is a historical map showing the location of Paul Revere Silvershop and there are other historical pictures and gold and silver work, the product of his shop, on exhibition at the rooms of the different historical associations.

An authority on matters of historical interest concerning Paul Revere is Walter K. Watkins, secretary of the Sons of the American Revolution and several other historical organizations. Mr. Watkins is also a member of the Boston historical commission.

The tercentennial celebration of the Knights of Columbus will open tonight at the Copley-Plaza Hotel when 1000 knights will gather at the annual state banquet. They will represent 153 councils in Massachusetts. The newly organized Massachusetts state council choral society of 75 voices will sing, accompanied by a symphony orchestra. Gov. Allen, Mayor Curley, former U. S. Senator Augustus O. Stanley of Kentucky, and John R. Matthews of Newark, N. J., are invited guests.

Contd

TRANSCRIPT 4/18/30

"And what is the eventuality that will prevent the golden flow of grain moving on to the foot of Lake Ontario and the head of the St. Lawrence? It is that when it reaches these points, there may not be developed sufficient economic outlets from Prescott, Kingston, Montreal, Oswego and Ogdensburg to make it flow onward, especially during the winter months, to accessible seaports. Buffalo hopes that there will be such congestion of grain at Montreal that, despite the economies of the situation, the grain will still break at Buffalo and be diverted from there to the ports of New York, Philadelphia and Baltimore as it has been in the past."

Ogdensburg, Too

Not resting with the progress at Oswego, the Boston people who are giving this matter closest attention are in close touch with Ogdensburg. Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, has been in constant communication with the Ogdensburg authorities, to assist them in their plans for port development in order that they may get their share of the new Welland Canal business. Ogdensburg lies so far down the St. Lawrence River, almost directly opposite Prescott on the Canadian side, that it cannot hope to get the large lake steamers, but it hopes eventually to attract some of the grain that moves down the river. It is hopefully looking for help from Congress to improve the harbor, and all the Massachusetts members in Congress are believed to be favorably disposed toward a measure proposed by one of the New York congressmen for the opening of the Ogdensburg waters to make the city more accessible.

By authority of the Maritime Association, Mr. Davis is organizing a party of business men in Boston to go to Ogdensburg a few days before the dedication of the Welland Canal, and to go with the Ogdensburg delegation to Oswego to join a large group of citizens from that city, so as to sail in a body up Lake Ontario for the Canadian dedication of Welland Canal. The dedication has been set tentatively for July 1, which is Dominion Day in Canada and is likely to develop into an auspicious event.

Boston at Dedication

The Welland Canal is not the first waterway known by that name, as there has been a small canal there for many years; but it is the largest ever built between Lake Erie and Lake Ontario. It is built by Canadian capital, representing an investment of \$115,000,000. It extends from Port Colborne at the foot of Lake Erie to Port Weller at the head of Lake Ontario, a distance of about twenty-five miles. The difference in levels between the upper and lower lakes is 325 feet, which is overcome by seven locks, each lifting about forty-six feet. Each lock has a usable length of 820 feet, is eighty feet wide and about thirty feet deep. At the Lake Erie end there is a guard lock of 1330 feet usable length to protect the upper reaches of the canal against the wide fluctuations of the Lake Erie water level. The purpose of the Canadian Government in building the canal is to increase the length of the water haul by means of big steamers, which is cheaper than the movement in small steamers. Small vessels, about 250 feet long and capable of carrying 90,000 bushels of grain, can get through the old canal and continue through Lake Ontario down the St. Lawrence; but the new canal will take vessels 600 feet long, which can carry 500,000

bushels of grain. They are now stopping at Buffalo, where transfers are made to smaller vessels, but by next July they will sail through the canal and down the Ontario to the Canadian port of Kingston or to the American port of Oswego.

AMERICAN 4/18/30

Mayor Calls Safety Conference in Hub

Finding upon investigation that Boston was "deficient as compared with other cities with regard to fire protection in places of public assembly," Mayor Curley today called a meeting of theater managers and others involved.

GLOBE 4/18/30

JAMES M. CURLEY CLUB DANCE WILL BE HELD IN ROXBURY ON MONDAY



JAMES E. McCARTHY



MISS MARY McMANUS

The annual dance of the James M. Curley Club of Roxbury will be held on Monday evening in Intercolonial Hall, Dudley st, Roxbury. Mayor Curley has promised the committee that he will make an effort to be present. Many State and city officials have been invited. Representative James M. Brennan will be chairman of the reception committee.

Pres John F. Doherty is chairman of the committee on arrangements, assisted by James E. McCarthy, Joseph Horgan, Joseph McInerney, Francis Shorley and Mary McManus.

The international dancing team of Francesca Shorley and Catherine Sullivan will give an exhibition during the intermission. A program of entertainment to be given by local talent has also been arranged.

TRAVELER 4/18/30

Holding Boston Back

MUD FLATS are not very valuable as a rule, but one would be led to believe they were by the tardiness of the state committee on harbors and public lands.

Commercial development of Boston Airport is being held back because the committee is dilly-dallying over a proposal to lease to the city of Boston mud flats between the airport and Governors' island so that the city may make a real airport. Boston refers glibly to its airport. As a matter of fact, it is not an airport at all. It is a flying field and will not be an airport until proposed improvements are made.

All the city asks is that the state lease to Boston these mud flats which the city then will fill in and use for flying purposes. It would appear that the harbors and public lands committee has been given misinformation as to what the city wants. Mayor Curley and Chairman Long of the board of park commissioners want those mud flats. The committee should report favorably immediately. The proposal then goes to the ways and means committee, which understands the project thoroughly and which undoubtedly will indorse it quickly.

Let us have action now. We need that extra space for immediate flying needs. If we do not start work now the benefit will be postponed at least a year.

Cont'd

TRANSCRIPT 4/13/30

the place four or five years ago. They have plans for extensive future developments. But they have not gambled on uncertainties. Before there was any material development contingent upon the Welland Canal, the mainspring of it all, the Oswego Harbor and Dock Commission engaged the Boston engineering firm of Fay, Spofford & Thorndike to make a comprehensive study of the situation, and these engineers have been the guiding light to the present status of civic pride and enthusiasm that has attracted brains and capital to the hustling lakeport town. Several exhaustive reports have been issued on Oswego by Fay, Spofford & Thorndike and Frederic H. Fay has become an enthusiastic booster for Oswego. He sees beyond the immediate grain business possibilities there for other large industries that shall help to make Oswego one of the large cities of the country, just as Buffalo has been built up around grain and iron ore and steel. Milling interests, he says, are likely to locate there, for the grain can be carried much cheaper than flour, or other grain mill products, and it would be great economy for the Western mills to locate at Oswego, close to the market for their products. The more business Oswego attracts tending to produce export freight the more Boston will get, as the natural outlet for foreign freight.

So impressed by accomplishments and plans for the future in Oswego is the U. S. War Department that after its own study, and having become convinced that the new Welland Canal will throw considerable tonnage into the port, it has approved a \$5,000,000 project for the improvement of the harbor, about \$2,000,000 to be made available at once for the construction of breakwaters, removal of obstructions and the dredging of a limited area. "The studies made by the district and division engineers indicate that the probable savings in transportation costs will be sufficient to justify the United States in undertaking the work proposed," says the Government report. "It is probable that, following the opening of the Welland Canal, a considerable movement of traffic will develop."

Of first requisite for a grain port is a grain elevator, needed for storing and for trans-shipment. The State of New York has financed the construction of a 1,000,000 bushel elevator, at a cost of about \$1,300,000. An agreement has just been drawn under which private capital will at once build a 4,000,000 bushel elevator, on the easterly side of the river, and on the tracks of the New York, Ontario & Western and New York Central railroads.

Four Routes To Boston

As may be seen by the accompanying map there are three direct railroad routes from Oswego to Boston, and in addition to this, rates have been published over a fourth route. The New York, Ontario & Western Railroad runs into the city, and will connect with the proposed 4,000,000 bushel grain elevator. This road is owned and controlled by the New York, New Haven & Hartford Railroad, so that it is a New England-owned route all the way from Oswego to Boston, by way of Providence, and it will be the policy of the New Haven Railroad to do all in its power to get the Oswego grain for Boston, and for Providence. The New York Central out of Oswego connects with both the Boston & Albany, which it controls by lease, and the Boston & Maine Railroad, enabling it to route the grain two ways into Boston. The fourth route it obtained by the use of the Delaware

& Hudson Railroad which crosses the other lines and could be used in conjunction with the New York, Ontario & Western to reach Boston over the Boston & Maine from Mechanicville Junction.

In addition to these lines grain may move out of Oswego through the New York Barge Canal as far as Troy, and then go by rail to Boston.

Is Boston Ready?

To many Bostonians the situation here outlined, literally throwing new business in our way, comes as a surprise. City and State authorities have discussed it and the Maritime Association of the Boston Chamber of Commerce has advocated preparedness assiduously; but somehow the argument has never struck home and the thing that seems most needed in connection with grain-handling at the waterfront in South Boston has not even been authorized. A large grain elevator is proposed by Governor Frank A. Allen, to be built somewhere near the Commonwealth pier, or the Army base, where it would connect conveniently with the New York, New Haven & Hartford Railroad. It is strongly endorsed and urged by Mayor James M. Curley of Boston, as being essential to the full realization of the possibilities now looming up at Oswego; but this project is still in the form of a resolve before the Massachusetts Legislature looking toward an investigation of the advisability of erecting an elevator; and members of the Legislature have intimated that it is too late in the season to expect that the matter could be investigated in time for a report to the present session.

Three Elevators Here

Pending the construction of new facilities Boston is not without provisions for the handling of export grain. There are three grain elevators in the city, one of them owned by the Boston & Albany Railroad and the other two by the Boston & Maine Railroad. They have not been used to best advantage for a long time, though they are in commission and have some grain at the present time.

The Boston & Albany elevator at the Grand Junction wharves in East Boston has a storage capacity of 1,000,000 bushels, and the piers adjoining it are now used by the Cunard-Anchor Line, Leyland Line, Red Star Line, American Line and Furness Line. Grain can be transferred from cars to elevator at the rate of 15,000 bushels per hour and from elevator to ship at the rate of 20,000 bushels per hour, over each side of the piers, using electrically operated belt conveyors.

One of the Boston & Maine grain elevators, connected by galleries with Hoosac Tunnel wharves, has a storage capacity of 1,000,000 bushels and a working capacity of about 850,000 bushels. The transfer from car to elevator can be made at the rate of 8000 to 10,000 bushels per hour, and from elevator to ship at the rate of 10,000 to 12,000 bushels per hour. The wharves accessible to it are now used by the Furness Line, American Line, American Merchant Line, Yankee Line and Dollar Line. The Boston & Maine elevator at Mystic Wharf is of only 420,000 bushels capacity and the wharves connected with it are used by the Ellerman Wilson Line, Cosulich Line, Holland-American Line, Furness Withey Line, American Export Line, Scandinavian American Line and the Luckenbach Line.

The Ships Will Come

By switching arrangements these elevators would be available also for the

grain brought to Boston by the New York, New Haven & Hartford Railroad; and of course the New York Central Railroad has connection with its own elevator at the Boston & Albany terminal in East Boston; but it cannot be claimed that these elevators constitute modern equipment for the handling of great quantities of export grain in quantities such as Boston is now expecting to attract from the Oswego pool.

Were the grain dumped in Boston today there would not be foreign freight ships to pick it up. The ships are not here. There is nothing here to attract them; but it is equally true that it is because they are not here that the export freight does not come. It is almost like the vicious circle. Ships will go where there is cargo for them. They will not leave New York to come to Boston for a small lot if they can get a full load in New York. But they will come to Boston and load here when they can get a full load. The grain will attract them in the first instance as ballast, and when the industries and the exporters generally find that there are ships making regular sailings out of Boston for foreign ports they will send their goods here to be shipped from the port of Boston which is nearer Europe than any of the other Atlantic ports. Grain has always attracted ships, and ships have always attracted deck cargo when they could announce regular sailings and could give the service.

Providence Looking In

One of the keen students of the influence of the new Welland Canal upon New England is Clemens J. France of the Providence Chamber of Commerce who not only concedes that Boston will be fed generously out of the grain accumulations at Oswego but who claims that there will be enough for Providence also if that port prepares to receive it. On that particular point Mr. France says:

"Fortunately for these New England states, the door of opportunity is now open to obtain this all-essential export cargo—grain—for the first time in the history of the grain movement. In July the Canadian Government will open the Welland Canal, connecting Lake Erie with Lake Ontario.

"One need but consider the great ports that have been built up in the North Atlantic by the Great Lakes trade and the City of Buffalo to appreciate the opportunity which the opening of the Welland Canal offers to New England.

"The history of the flow of the grain movement down the Great Lakes demonstrates that this most valuable of all commodities in the development of seaports and commerce inevitably follows the most economical route. Heretofore stopped in transit in Buffalo, with the opening of the Welland Canal, the large grain-carrying vessels of the Great Lakes can continue on to the foot of Lake Ontario and the head of the St. Lawrence. Here, already, at Prescott, Ontario, on the St. Lawrence, the Canadian Government is building several great elevators in anticipation of this movement of grain 400 miles eastward. Already, the ports of Oswego and Ogdensburg are beginning to make preparations also. Every expert is unanimous in concluding that only one eventuality will prevent some 400 million bushels of grain annually moving on beyond Buffalo to Prescott and Kingston on the Canadian side and thence to Montreal, and to Oswego and Ogdensburg on the American side.

Boston's Faded Name as a Port to
Be Restored by Opening of Lake
Ontario to Country's Great
Lakes Traffic — Oswego to
Bulge with New Business
for New England
Ports

By Bernard Peterson

ECONOMIC forces in other parts of the country are prying open the door for a return of big shipping business to Boston. Time was when Boston harbor was full of ships, flying the flags of many nations. Only the memory of it remains. The big ships that used to come here come no more, unless it be for brief calls to pick up the crumbs.

Now comes the inevitable. Almost overnight the tide will turn. Before the summer season is over America's great transfer point for grain will shift from the foot of Lake Erie to the foot of Lake Ontario. The opening of the Welland Canal on July 1 will accomplish this. The canal was built for that purpose, to give the grain movement the benefit of cheap water rates through one more lake in the 2300-mile run from the Western grain fields to Montreal and Atlantic seaports. Today Buffalo is the terminal point of the Great Lakes navigation, but when Welland Canal opens to the big ships the terminal point will be Oswego on the American shore and Kingston on the Canadian shore of Lake Ontario. Boston cannot get much of the export freight that is left at Buffalo, because the natural flow is to New York, but it should get the lion's share of what is brought to Oswego for export.

The two big factors in the prospective boom for the port of Boston, now so imminent, therefore, are the completion of the Welland Canal, and the preparations that Oswego has made in anticipation of that development. The Canadian Government has spent \$115,000,000 on the canal project and the State of New York and private interests have invested at least \$20,000,000 in developments at Oswego since 1925, and all of this plays into the hands of Boston without anything having been done here to bring it about.

Lined Up For a Fight

Grain builds nations. It builds health and wealth. To the prosperity of a seaport that is at all dependent upon foreign business it is elemental. For lack of it in years gone by the port of Boston has virtually gone into disuse, with its meager 304,000 tons of exports as against New York's 10,998,000 tons. Before the World War Boston would get 18,000,000 bushels of grain in a year for export; today it is down to 5,000,000 bushels, while New York gets 88,000,000 and

Montreal 200,000,000 bushels. There are more than 400,000,000 bushels of east-bound grain in this country, originating on fields contributory to the Great Lakes, and the fight for the lucrative privilege of handling it is now shifting on the battlefield to a position that will mean the turning point for Boston, Providence and Portland. Canada, in her farsighted policy to reach out for this grain, has captured half of it already for Montreal, and by her lavish expenditures on the Welland Canal project, and her development of the port of Prescott on the St. Lawrence river, hopes to get a share of the 200,000,000 bushels that now go to the Atlantic seaports. Her ambition will be realized to a large extent, since the grain, like an electric current, will go the way of least resistance. The Welland Canal will batter down the resistance at Buffalo; the resulting extension of the cheap water haul from the head of the lakes in the Middle West will shorten the more expensive haul through the St. Lawrence section and thereby cut down the total cost of the movement from the Middle West to Montreal by about two cents a bushel, according to expert estimates. Under such favorable conditions more grain will move to Montreal for export. That will be the cheapest outlet for export grain, but Canada cannot handle the whole crop. Her port facilities, ice-bound half the year, are not adequate for such a tremendous movement. Oswego's hope of sharing in this business by capturing some of the grain in transit lies in Montreal's inability to take it all, and this hope is backed by public and private capital which has gone into extensive port developments at Oswego in anticipation of the coming of the grain. By the same reasoning Buffalo, which has held the monopoly on grain for many years, as a trans-shipment or distribution point, is now hoping and praying that Oswego and Kingston will not be able to take all the grain that Canada throws back, but that congestion at the new ports will compel some of the grain to stop at Buffalo. The progress of this approaching fight between Buffalo and Oswego will be watched by keen eyes, but the final outcome is a foregone conclusion except as to dimensions of the traffic that Oswego will take away from Buffalo, and it is equally clear that Boston can get a substantial part of the export grain that comes into Oswego.

Favorable Rate Obtained

It has been suggested that Buffalo could retain its grip on this export grain by cutting rail rates to Baltimore and Philadelphia, and to New York and Boston; but that door is closed, because whatever rate Buffalo establishes the Oswego rate would move automatically up or down under the decision of the Interstate Commerce Commission establishing Oswego's rates to Boston and New York a fixed amount under the Buffalo rate. By a later decision of the Interstate Commerce Commission Ogdensburg, which lies on the American shore of the St. Lawrence River, is given the same rates to Boston as Oswego enjoys and Ogdensburg is preparing to take advantage of that important concession by building facilities to intercept and handle some of

the grain that skips by Oswego and cannot move on advantageously to Montreal. Ogdensburg, however, will not be ready to take advantage of this situation at once when the Welland Canal is opened, because it has harbor impediments to overcome and port facilities yet to build. Whatever it gets of export grain it probably will have to forward through the ports of Boston and Portland, so that these northern Atlantic seaports are interested in Ogdensburg's success.

Rates and shipping facilities are the magnets that pull grain to port. When they are favorable the grain cannot be out; but they have been unfavorable for Boston so long that they have diverted the export business to other ports, and the City of Boston has spent thousands of dollars in repeated efforts to wrestle a favorable rate decision from the Interstate Commerce Commission, especially on the question of differentials. These costly efforts were of no avail so long as they were aimed at the relations with Philadelphia and Baltimore, a situation that is to be attacked again by Mayor James M. Curley and the Port Authority of Boston; but here, too, the Welland Canal came to the rescue with a new economic factor that the Interstate Commerce Commission could not ignore, with the result that what might be called Boston rates on export grain by way of Oswego and Ogdensburg are now the lowest of all water-and-rail rates from the Great Lakes regions to the Atlantic ports, excepting New York, which takes the same rate as Boston. The part played by the Welland Canal on those proceedings was that of a stimulus on the cities of Oswego and Ogdensburg, for it has been perfectly obvious to the students of the situation that when the new ship canal shall let the big lake steamers through from Lake Erie to Lake Ontario many of them will go on to Oswego and there unload great quantities of grain, to say nothing here about other cargoes. Of course the citizens of Oswego were foresighted enough to realize this and to provide facilities for handling the new business. The favorable position they thus created for themselves probably carried the day for them in the rate discussion, for the United States Government is disposed to take due cognizance of such enterprise. The United States Army Engineers said in a recent report on this subject:

Welland Canal Influence

"It is not believed to be the duty of the Government to place a port with obsolete facilities on the same basis as a port having modern and economical facilities. The Government should not place a premium upon inefficiency by so adjusting rates as to offset needlessly high port expenses."

Enterprising Oswego

What has Oswego done to meet the onrush of business heading its way? That city is located, as the accompanying map shows, on the southern shore of Lake Ontario, about 200 miles down the lake from Buffalo, or that much nearer Montreal. Its potentialities as a prospective port have been recognized by the great industries, such as the Carlisle interests, the Taggart-Oswego Paper and Bag Corporation, the St. Regis Paper Company and the railroads which enter the city. The State of New York has shown much interest in the city. They have invested at least \$20,000,000 in developments since 1925, and this is greater than the total

Post 4/18/30

NO MORE WASTE IN SCHOOLS

Hurley Tells Plans for Economy, Replying to Goodwin

In answer to the recommendation of Finance Commissioner Frank A. Goodwin, that the school committee be abolished and a board established whose members will be able to concentrate upon school business without the advice of educators, Chairman Joseph J. Hurley last night issued a statement declaring he already has an order pending "to cut to the bone the trade shops, with their costly equipment."

OLD COMMISSION HIT

Although taking issue with Goodwin that abolition of the school committee would be a good thing, Chairman Hurley lined up with Goodwin to the extent of declaring that since he became chairman of the school committee he has been seeking to correct the very matters criticised by Goodwin.

Another development yesterday in the probe being made into expenditures in the Boston public school system was a decision handed down by Corporation Counsel Samuel Silverman regarding payment stopped by Finance Commissioner Goodwin on several hundred bills aggregating close to \$110,000, contracted by the old Schoolhouse Commission.

His decision, which criticises the old Schoolhouse Commission, states that all emergency bills contracted by the old Schoolhouse Commission can be paid, but only after he conducts an examination and determines which bills may be classed as emergency. He declared that the mere stamping of bills as "emergency" by the old commission is not conclusive, that it is up to Louis K. Rourke, new School Building Commissioner, to determine whether or not they were emergencies.

Burke Ignores Attack

Superintendent Jeremiah E. Burke, attacked yesterday by Goodwin in his verbal blast, and whom Chairman Hurley of the school committee declined to support in his statement, leaving it to Burke to defend himself, declined last night to issue any statement.

Finance Commissioner Goodwin made his statement before the City Council appropriations committee, and placed it squarely on the shoulders of Superintendent Burke and his subordinates, who compose the board of apportionment, for the alleged gross waste of funds in the construction of school buildings.

HERALD 4/18/30

All Boston to Honor Unheralded Heroes of Lexington Tomorrow

The memory of two hitherto unheralded heroes of the battle of Lexington will be honored in the tercentenary year observance of the fight tomorrow.

After the Boston Patriots' Day committee, headed by Charles L. Burrill, ended a conference with J. Philip O'Connell, municipal director of public celebrations, at City Hall yesterday, it was announced that Dr. Samuel Prescott, the man who really carried the warning of the approach of the British after Paul Revere had been captured and William Dawes, his companion, had been turned from his course, will be remembered in the celebration.

In addition, the memory of an unidentified rider who went on to Acton to warn the minute men will also be honored as the "Unknown Rider of the Revolution." This will be the first time

Acton has received its rightful share in the glory of the battle.

Three troopers from the 110th cavalry, commanded by Col. Dana T. Gallup, will play the roles of Revere, Dawes and Prescott, dressed in period costume. The trio will be escorted by a detachment from the 110th cavalry.

As the troop rides on its way from Charlestown along the two routes through Arlington, Brookline, Cambridge, Medford and Somerville, the celebrations in those towns will be timed so to provide for the arrivals of the cavalrymen.

TO RING REVERE BELL

The bell recast by Paul Revere will ring from King's Chapel at 8:50 A. M. to inform those within earshot that the city of Boston is starting its Patriots' day program. At that hour Mayor Curley will raise the American flag on the pole at City Hall. Details from the navy yard, veterans of three wars, cadets, Boy Scouts and bugle and drum corps will contribute to the exercises.

At 9 o'clock the parade will start on a series of dedications of historical tablets and will then proceed to North square where at 10 o'clock Paul Revere will speed away to Somerville and on through "every Middlesex village and town." About the same time, "Dawes" will be leaving Eliot square on his ride.

One hour after the Lexington-Concord ride has started, the New Arbeila, sponsored by The Herald, will take off on its good-will tour to the West in the interests of the tercentenary celebration and the American Legion convention.

In the midst of all of these observances a motor car will also start over the Revere route, heading all traffic ordinances, in a test to see if a modern vehicle meeting modern conditions can make as good time as the colonial riders did on horseback 155 years ago.

Goodwin took the stand that, although a probe of the educational branch of the department might be productive of inestimable benefit to the taxpayers, he declared that the influence which is wielded by the National Educational Association over educators precludes the possibility of an investigation by educators of the school system.

Warning to Contractors

In the decision handed down yesterday by Corporation Counsel Silverman he instructed the School Building Commissioner to pay bills contracted by the old Schoolhouse Commission before the appropriation was exhausted. He made it plain that there might have been money in the treasury yet all funds had been appropriated.

Mr. Silverman made it plain that contractors will have to bear the burden of knowing whether there is an appropriation available to take care of any work before they do it, and that if contractors step in and do work for which money has not been properly appropriated they are the losers, and cannot expect payment.

He further declared, taking a rap at the old Schoolhouse Commissioners, that no city officials have a right to order work done for which an appropriation has not been passed.

It was announced yesterday that the School Building Commissioners will move headquarters a week from tomorrow to the eighth floor of the Lawyer's building, 11 Beacon street, the transfer of equipment to be done over the weekend.

All Is in Readiness for Boston Real Estate Exchange's Reunion-Dinner

Thirty-Fifty Annual Gathering Will Have as Chief Speaker, C. T. Coley, National Figure in Planning and Managing Skyscrapers

By E. F. Murch

EVERYTHING is in readiness for the thirty-fifth annual reunion and dinner of the Boston Real Estate Exchange—the event which all realtors hereabouts look forward to as affording an opportunity to have a good time together, renewing acquaintances and listening to interesting and informative addresses.

Governor Frank G. Allen has been invited to attend as a special guest. His reply has not been received. President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House and Mayor James M. Curley have also been invited. Mr. Saltonstall has a previous engagement in Attleboro but may make a brief call on the gathering. Mayor Curley will be unable to attend.

This will be the first of these gatherings held for two years, the skip last year having been on account of the elaborate plans for the annual convention here of the National Association of Real Estate Boards and the large amount of work then on hand for the local realtors to prepare for it.

Now that the convention is a thing of the past and the Boston Exchange which served as host, assisted by the Massachusetts Association of Real Estate Boards, has been heaped with praise from the many visitors who came from all parts of the United States and Canada, all is ready for a pleasant reunion and dinner at Hotel Somerset next Thursday evening.

There will be a half-hour reception before the dinner is served at seven o'clock in the ball room of the hotel. Thus far about 200 acceptances have been received and it is expected that 300 will attend. Harold F. Mason, president, and several other leading members will receive the guests.

The dinner committee comprises Francis Hastings, chairman; George A. Cole, Roger W. Converse, Preston S. Cotten, Frederick Holdsworth, Appleton King, William Minot, Carlton S. Redmond, Joseph B. Russell, Winthrop R. Scudder and Theodore L. Storer.

A "Working Dinner"

While most of the previous thirty-four dinners have been largely social affairs, with a majority of the speakers not directly connected with any branch of the real estate business, this time it has been decided to make the event one that will prove helpful by reason of the addresses applying directly to real estate matters. The reunion will largely take care of the social end.

Clarence T. Coley, operating manager of the Equitable Building in New York city, will be the chief speaker. Pres-

dent Mason, who is serving his second and last term because of his desire to finish his work by the time of the annual business meeting, will give a summary of the work that has been done during his service as president. By July 1 he will have been in office a year and a half, his second term being only six months in length because of the change in the date of the annual meeting.

Mr. Coley is a nationally recognized authority on the management of office buildings and is an able speaker as well. It is believed by the officers of the exchange that building owners and managers quite generally will want to hear him.

In the course of his career he has served several of the largest corporations in the country and has been an instructor in electrical engineering at Union College in Schenectady. He is a past president of the National Association of Building Owners and Managers and of the Managers' Association of New York.

Born on a farm, he was taken to New York city when a boy and spent his childhood days with his grandfather, who is said to have built the first elevator-apartment house in that city. He was educated in the New York schools and received his degree from Stevens Institute of Technology at Crawfordville, Georgia.

While this will be only the thirty-fifth annual reunion and dinner, it is worthy of note that the Boston Real Estate Exchange is forty years old. It was organized in 1889 and started in business the following year.

During the World War, when every effort was being made to conserve the country's resources, the exchange deemed it advisable to give up the annual dinner.

This was merely one of many evidences that the exchange gave of its patriotism and co-operation with Federal, State and city officials—officers and members giving of time and money to promote the Liberty loans and other worthy campaigns throughout the war period.

These public-spirited efforts are continuing today but along different lines, such as helping to solve the taxation problems, street-widening problems and the numerous questions brought up by important and costly public improvements like the proposed traffic tunnel to East Boston.

Governor Frank G. Allen is expected to attend the dinner. Mayor Curley has been invited to be special guest at the dinner next Thursday. The mayor is unable to attend and the governor has a previous engagement at Attleboro but may be able to make a brief call on the gathering at the Somerset.

New Tercentenary Poster Is Placed

Governor Frank G. Allen and Mayor James J. Curley this morning attended ceremonies at which the first Massachusetts Bay Tercentenary poster was placed at 383 Cambridge street. Also participating in the ceremonies were Fire Commissioner Edward F. McLaughlin, E. F. Payne of the Forbes Lithograph Manufacturing Company, Albert R. Rogers, executive secretary of the Massachusetts Bay Colony Tercentenary committee and Edwin Donnelly of Donnelly Advertising Company.

The poster, which is the first of 1500 to be placed throughout the United States at the expense of the Donnelly Company, is eight by ten feet in size. It was designed and executed by the Forbes Lithograph Manufacturing Company, the cost of the work being defrayed by that organization as its contribution to the Tercentenary celebration. Imposed on a blue background representing the outline of the State are the six ships of Governor Winthrop's fleet which brought the Massachusetts Bay Colony charter to this country, in the center; in the upper left hand portion is a group of modern buildings; in the upper center is shown the State House and in the lower left a plowman and his horse are seen. On the right, on the lighter blue of the ocean is an invitation to visit Massachusetts during the Tercentenary celebration.

TRAVELER 4/18/30

GUESTS' TRAFFIC RULES SOUGHT

Conry Asks Data from Many Cities to Guide Visitors Here This Year

Traffic Commissioner Joseph A. Conry has sent letters to the mayors of cities throughout the United States calling attention to the Massachusetts tercentenary celebration and American Legion convention and asking their assistance in formulating a traffic management system which will be easily understood by visitors to Boston this summer. The letter says:

"The American Legion will hold its annual convention in Boston the coming autumn. Massachusetts celebrates its tercentenary this year. These two events of national interest in American history will attract to Boston more than 1,000,000 visitors.

"It is desirable to have a system of traffic management completed this summer which will be easily understood by every stranger visiting our city. I beg to inquire if you will favor this department with a copy of the traffic regulations of your city."

The letter goes on to say that every city has its local traffic problems, and he hopes that Boston will be able to form traffic rules which will be for the convenience of all.

Post 4/19/30

STATE K. OF C. FETE TONIGHT

Governor and Mayor to
Attend Dinner



JOHN E. SWIFT

State deputy and supreme director of the Knights of Columbus, who will preside at the annual State banquet at the Copley-Plaza tonight.

The tercentennial celebration of the Knights of Columbus will open tonight at the Copley Plaza at 6 o'clock when 1000 Knights will gather at the annual State banquet. The Knights will represent the 155 councils in Massachusetts and one of the most successful banquets in the history of the order is looked for.

When State Deputy and Supreme Director John E. Swift sounds the gavel for the opening address of the toastmaster, he will have assembled in addition to officials of the K. of C., the following at the head table: Governor Allen, Mayor Curley, ex-U. S. Senator Augustus O. Stanley of Kentucky, and John R. Matthews of Newark, N. J. It is also hoped that Cardinal O'Connell will attend. Preceding the banquet a reception will be held.

During the banquet the newly organized Massachusetts State Council choral society made up of 75 voices under the direction of Joseph Ecker will make their initial appearance. A symphony orchestra will accompany the male chorus. The chorus is composed of soloists from the various greater Boston councils. They will also participate in the functions held in connection with the Supreme Convention of the Knights to be held in Boston in August.

State Secretary Joseph Kirby is chairman of the general committee with the following chairmen of sub-committees: Edmund L. Dolan, reception; Andrew J. Gorey, hotel; Charles E. Coyne, publicity; John J. Quirk, entertainment; Joseph P. Dever, souvenir.

"DR PRESCOTT" TO RIDE TODAY

He Will Meet "Revere" and "Dawes"
As a Part of Celebration
Of Patriots' Day

Numerous additional features of historical significance are included in the tercentenary year program for the observance of Patriots' Day in which nine cities and towns will participate today. This year "Dr Samuel Prescott," hitherto neglected in the patriotic observances, will ride as he did in '75 to warn the citizens of Concord of the approach of the British.

In Colonial Dress

At every point of the rider's progress through the town aerial bombs were exploded. Four town criers dressed in Colonial costumes went through the town ringing hand bells and shouting the news. A display of red fire was set off on the Lexington battle green, while church bells were rung and fire whistles roared. Great care was taken to have the ride of Revere played out in exact historical detail.

The daylight ride of Paul Revere, an annual feature of the Boston observance, will be enacted today. In addition to the mounted Revere, a man driving an automobile will follow the route to learn if an automobile, following all traffic rules and speed laws, will reach Lexington before the horseman.

The flag raising at City Hall today will be followed by a parade in which sailors, war veterans, school cadets, Boy Scouts and other organizations will march.

To Dedicate Tablets

En route to North Square the procession will halt and a tablet marking the site of Paul Revere's shop at 175 Washington street will be dedicated. Still later another halt will be made and a tablet marking the site of Thomas Hutchinson's home will also be dedicated, on Garden Court street.

At the same time that the North Square exercises are being held, 10 o'clock this morning, a celebration of very similar character will take place at Eliot Square, Roxbury, where the ride of William Dawes, Jr., will be reproduced, with Sergeant John Reagon of the 11th Cavalry as Dawes. Sergeant Robert D. Rodes of the 11th Cavalry will represent Paul Revere.

Nine cities and towns will have a part in the celebration, Boston, Lexington, Concord, Roxbury, Brookline, Cambridge, Medford, Somerville and Arlington. Many other municipalities are also preparing with parades, flag raisings, public meetings and other events to observe the day.

When the two principal riders clatter towards Lexington they will be accompanied by cavalry escorts. Mayor Curley will have a part in both the North End and Roxbury programmes and will send his customary message to the Mayors and Selectmen of the cities and towns along the way.

Both the riders will be garbed in the costumes of the day, as will be the trooper who is to impersonate Dr. Prescott and Acton from the Boulder tablet.

CONRY STARTS WORK ON TRAFFIC SYSTEM

Traffic Commissioner Joseph A. Conry yesterday began his campaign to give Boston a system of traffic management which he hoped to have installed before the summer months so that more than 1,000,000 visitors to the Hub for the tercentenary celebration and the American Legion Convention will be able to move about the city with comfort and ease.

The commissioner's first move was a letter written to the Mayors of all the large cities of the country asking for their methods of handling traffic. He is convinced that while local traffic problems differ in various cities the fundamental principles are the same.

RECORD 4/19/30

1930 Hub Honors Patriots of 1775

Complete List of Civic Events on Pages 6 and 7

Greater Boston ushered in Patriots' Day late last night when lanterns blazed forth from the belfry of the Old North Church.

Through sleeping Lexington, "Paul Revere" clattered on a real midnight ride, four quaintly-dressed town criers rushed through the streets to "spread the alarm," and "John Hancock" and "Samuel Adams" leaped into a one-horse chaise to warn the farmers on their way.

Sunrise even saw the "British Grenadiers" marching on Lexington Common, where the "Colonials" were waiting for them as they were a hundred and fifty-five years ago.

With daylight, all these gallant ghosts of the past were due to fade away as Boston began its real celebration of the long distant day when the scarlet-coated British columns tramped down the dusty roads to Concord and Lexington.

Paul Revere's own bronze bell begins to boom forth from King's Chapel at 8:50 this morning, the flag goes up to full staff on City Hall, and ten minutes later the big parade begins to wind its way from City Hall to the North End.

Military, civic, naval and patriotic organizations will be in line, and at 10 o'clock, when the parade reaches North sq., the day's second "Paul Revere" will go clattering off to Lexington with a troop of cavalry at his heels.

At the same hour another rider, "William Dawes," will speed away from Eliot sq., Roxbury, and in Acton a third horseman of the Revolution who is hardly mentioned in the history books, Dr. Samuel Prescott, will dash across fields and fences to warn the citizens of Concord.

TWO INNOVATIONS

According to the records, it was Dr. Prescott who took up the warning message from the Boston safety committee when Revere and Dawes were caught by the British.

Another innovation is in Arlington, where the capture of a British supply train will be re-enacted just as it happened in 1775.

As for "Paul Revere," he won't be alone on his ride this year. Airplanes flying from Boston to Concord will zoom over his head, and a band of hardy patriots in a modern motor car will try to see whether they can beat Revere's time by weaving their way through holiday traffic on the route.

But before "Revere" starts on his way "through Middlesex village and farm," memorial tablets will be dedicated all over the North End as the parade goes through.

TO UNVEIL TABLETS

Paul Revere's shop will be the scene of one dedication, a salute will be given the home of Dr. John Warren, who started Revere and Dawes on their way, and another dedication will take place on the site of the Thomas Hutchinson home on Garden Court st.

With the arrival of the big parade, the North End's own celebration will get under way with an address by Mayor Curley, the singing of "The Star Spangled Banner" by school children, and the North End's special parade.

This parade will assemble on Hanover st., at the corner of Cross st., and will include Army detachment, Veterans of Foreign Wars, Massachusetts Nautical Training School, school cadets, bands and Boy Scouts.

At 10:15, when Revere has started on his way, the parade will march to Copps' Hill by way of Hanover st., Charter st., Salem and Hull sts. to Copps' Hill burying ground, where graves of patriots will be decorated.

EXERCISES BY VETS.

When the parade is over, closing exercises will be held at the headquarters of the Veterans of Foreign Wars.

There will be an official luncheon to Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars and to Mrs. Bessie Hawker, given by Mayor Curley, at the Ritz-Carlton at 1 o'clock.

Roxbury's celebration starts early, at 9:45 a. m., in John Eliot sq. A band concert, singing and a patriotic program, together with centenary addresses by Walter R. Meins and ex-Mayor John F. Fitzgerald will preface the start of the ride of William Dawes.

At 10:05 the fifth annual novice road race of the Norfolk Young Men's Association will begin, and at 10:30 Mayor Curley will present trophies.

As Dawes clatters out of Roxbury, Brookline will greet him en masse. He will be met at Muddy river bridge at 10:05 a. m. by Selectmen Walter Cusick and Philip G. Bowker, motorcycle police, G. A. R. veterans, the American Legion, Veterans of Foreign Wars and representatives of patriotic societies.

Dawes will halt at 10:15 at the Edward Devotion School, where he will be welcomed by W. G. Comstock, president of the Brookline Historical Society.

Dawes and Revere will ride neck and neck into Arlington at 11:35, but before that time there will have been a parade beginning at 9:45 and the capture of the British supply train will have been re-enacted. Arlington winds up its celebration at 8 tonight with a centenary military ball.

MAIN CITY PROGRAM

8:50 a. m.—Flag raising at City Hall by Mayor James M. Curley.

9:00 a. m.—Start of parade to North sq., Capt. Anthony Moschella, U. S. M. C. (retired), marshal. Route of parade will be from City Hall to Washington st., to site of first tablet on Ames building, Washington st., to Brattle st., to Scollay sq., to Hanover st., to site of second tablet at Garden st. and Fleet st., to Prince st., to North sq., arriving 9:45.

9:10 a. m.—Dedication of memorial tablet on site of Paul Revere shop, Washington st., adjoining Ames building.

9:20 a. m.—Salute to site of home of Dr. John Warren, now the American House, where Revere and Dawes received instructions before their rides.

9:35 a. m.—Dedication of memorial tablet, site of Thomas Hutchinson home, Garden Court st.

9:45 a. m.—Arrival at North sq. for exercises.

10 a. m.—Start of reproduction of "Ride of Paul Revere."

AT NORTH END

9:10 A. M.—Assembly on Hanover st., corner Cross st. Band, detachments U. S. Army, Veterans of Foreign Wars, Massachusetts Nautical Training School Cadets and band, Michelangelo School Cadets and band, English High School Cadets and band, Boy Scouts of America.

9:20 A. M.—Parade to North sq.

9:50 A. M.—Address by Mayor Curley.

10 A. M.—Start of "Paul Revere" ride.

10:10 A. M.—Local program.

10:15 A. M.—Parade and march to Copps Hill, via Hanover st., Charter st., Salem st. to Hull st., where graves of patriots will be decorated.

10:25 A. M.—Flag raising, military salute, decoration of graves and address by Hezekiah N. Duff, national commander Veterans of Foreign Wars.

10:40 A. M.—Parade via Hull st., Salem st., Cooper st., Endicott st., Prince st., to Hanover st.

AT JOHN ELIOT SQ., ROXBURY

8:45 A. M.—Concert by 101st Veterans' Band.

9:00 A. M.—Flag raising by Roxbury Boy and Girl Scouts. Military salute by Mass. State Guard Veterans' Association. Pledge to the flag, by school children.

9:10 A. M.—Patriotic program from balcony of Norfolk House Center. Greetings of State, Lieut.-Gov. William S. Youngman. Greetings of city, Joseph A. F. O'Neill. Address by John F. Fitzgerald, chairman Tercentenary committee.

10:00 A. M.—Start of ride of "William Dawes, Jr."

10:05 A. M.—Fifth annual novice road race, auspices Norfolk Young Men's Association.

10:30 A. M.—Presentation of trophies, by Mayor Curley and donors.

10:45 A. M.—Community singing.

HERALD 4/19/30

PUBLIC PROGRAM TO PRECEDE HOPE OF HERALD SHIP

New Bedford First Stop in
6000-Mile Flight to
22 States

67 CITIES AWAITS ARRIVAL OF CRAFT

33 Planes in Escort from
Here—Notables to Speak
At Ceremony

The ceremony sending off the New Arbeila on a national tour of goodwill for the Massachusetts Bay Tercentenary and the American Legion convention will be broadcast over stations WBZ and WBZA and through loud speakers at the East Boston airport and the Parkman bandstand, beginning at 10:20 A. M.

Carrying the invitation of Massachusetts to the people of the United States to visit the old Bay state during the tercentenary year, the New Arbeila, good-will airplane sponsored by The Herald, will take off from the Boston airport at 11 o'clock this morning following a public ceremony in which many of the commonwealth's most important citizens will bid it godspeed.

When this modern Mercury wings its way into the air to begin its 6000-mile flight, it will be the first actual move to carry the message of the tercentenary celebration to the far reaches of the nation.

INTEREST AROUSED

But the New Arbeila already has aroused national interest and 67 cities and 22 states which it will visit are awaiting its message of hospitality with the same eagerness with which the little colony at Salem awaited the arrival 300 years ago of the original Arbeila, the ship which carried civil freedom to the New World.

Good wishes will be with the New Arbeila on its departure, and it will be attended by good will from the time it reaches New Bedford at 11:35 o'clock until its month-long flight comes to an end.

One of the particular features of the start of the tour will be a salute to the disabled veterans at Rutland. Mr. Boardman has promised The Herald that after he leaves New Bedford he

will head north to fly over the United States government hospital at Rutland, where he will dip the New Arbeila in salute to the invalid veterans. As the plane passed over the administration building at a low altitude Col. A. J. L. Ford, for the Herald, will scatter roses from the air.

It is of significance that the message-bearing plane will leave on Patriots' day, for besides carrying an invitation to the people of the United States to visit Massachusetts during the tercentenary celebration it will have the added distinction of stimulating interest in the annual national convention of the American Legion to be held in Boston in October.

The Herald is making possible the flight.

Despite the numerous attractions scheduled for Greater Boston throughout the day, the take-off of the good-will ship will attract the most notable assemblage. Gov. Allen, representing the commonwealth; Mayor Curley for the city; Comdr. O'Connell of the state American Legion, and former Atty.-Gen. Herbert Parker for the tercentenary organizations will be present to voice their wishes of bon voyage.

Not less noteworthy will be the convoy of aviators which will accompany the New Arbeila at the start of its westward flight. Thirty-three planes piloted by as many famous fliers, will escort the winged ambassador as it sets out on its important mission.

One of the unusual features incident to the start of the trip will be a broadcast through loud speakers at the field of a conversation between a person on the ground and the passengers in the plane while it is in the air.

Those in the New Arbeila will be Russell Boardman, its famous pilot; Lt.-Col. A. L. J. Ford, representative of The Herald; B. Wentworth Emmons, radio engineer, and Frank Mary, mechanic. They will carry letters to the mayors of the cities and to the Governors of the states where the ship will land inviting them and their constituents to visit the tercentenary celebration and the legion convention.

BROADCAST AT 10

Promptly at 10 o'clock, Dean Gleason L. Archer of the Suffolk law school will begin the broadcast through stations WBZ and WBZA the purposes of the good-will flight. The entire ceremony will be rebroadcast from the Parkman bandstand on Boston Common.

Following Dean Archer's broadcast, Gov. Allen, Mayor Curley, Comdr. O'Connell and former Atty.-Gen. Parker will in turn speak, and they will be followed at the microphone by former Mayor John F. Fitzgerald, Mrs. Stephen P. Hurd, Gen. William A. Pew and the pilot, Russell Boardman.

The last official act preceding the take-off will be the christening of the New Arbeila by little Miss Ines Dudley Kenyon, 5-year-old daughter of Mr. and Mrs. Alden Kenyon and direct descendant of Gov. Winthrop and Gov. Dudley first executives of Massachusetts.

The roar of the motors at the take-off will be broadcast as the ship takes into the air accompanied by the gigantic convoy.

FIN. COM. PROBING NEW FIRE STATION

Mayor Dissatisfied with Construction Details

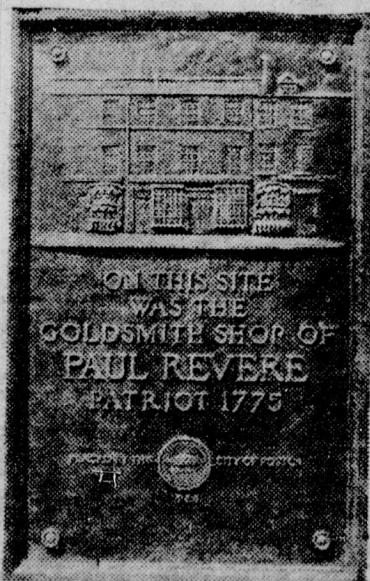
The finance commission is investigating the Bowdoin square fire station construction project. At the invitation of Mayor Curley, the commission assigned its engineer, Guy Emerson, to pursue the inquiry, but the particular character of the investigation or its scope would not be revealed or discussed last night by Chairman Frank A. Goodwin.

He admitted that the mayor had called the attention of the commission to certain matters in connection with the project and that the mayor conferred yesterday with Engineer Emerson, the architect, a representative of the contractor, and Assistant Corporation Counsel Lyons.

"Wait until the mayor makes a statement," said Chairman Goodwin. "We have acted at his request."

Construction of the station which was started last year has proceeded very slowly and several times Mayor Curley has disclosed that he was not entirely satisfied with the project. He has publicly criticised the selection of the site of the old Revere House for the station but the fin com investigation has no relation to the site but is understood to be connected with the plans and the cost of the structure.

Paul Revere Plaque



Bronze plaque which Mayor Curley dedicates today at Exchange Trust Co. building, 175 Washington St., where Paul Revere had his goldsmith and silversmith shop, is shown above.

MANY TOWNS TO COMMEMORATE PATRIOTS' DAY

"Revere" and "Dawes" to Be Joined by "Dr. Samuel Prescott" in Rides

PARADE TO FEATURE CELEBRATION HERE

Tercentenary Programs to Add Color to Usual Holiday Events

Midnight at Lexington marked the start of the varied and colorful celebration of Patriots' day, when "Paul Revere" again raced through that colonial village to acquaint the inhabitants of the approach of British troops. Unlike the occasion of the original "midnight ride," the present day townspeople, together with many visitors, were awake and ready to receive the message.

Patriots' day will be celebrated today in a manner befitting its significance in the program of Tercentenary observances. Colorful and spirited, as in previous years, the impressive ritual of the day, which has been in process of development since the first reproduction of Revere's "midnight ride" was undertaken, today "breaks out" several features hitherto unattempted. One of these is the re-staging of Dr. Samuel Prescott's ride, from the edge of Lincoln, where Revere was captured by a British patrol, to Concord, where he delivered the word in time to save the patriot military stores.

Besides Boston, the focal point of the entire celebration, as it was of the immortal resistance that is today glorified, eight cities and towns are putting on co-ordinated programs. Some of them, notably that of Lexington, were begun at midnight. These places are Arlington, Brookline, Cambridge, Concord, Lexington, Medford, Roxbury and Somerville.

TWO OBSERVANCES

Two observances will mark the beginning of the day in Boston. At 8:45 A. M. a band concert with patriotic addresses at Eliot square will precede the setting forth of the rider impersonating William Dawes. The Paul Revere ride will start from North square, after a parade that will start at City Hall at 8:50 A. M., and a program that will include dedications of tablets, one on the site of Revere's shop, Washington

street, adjoining Ames building, and one on the site of Thomas Hutchinson's home, Garden Court street.

Mayor Curley will take part at both Eliot square and North square exercises. Dawes and Revere will "spring to the saddle" at 10 A. M. and proceed over their respective routes, the progress of Dawes being greeted with programs by officials, celebration committees and the public in Brookline and Cambridge, that of Revere in Somerville and Medford, while in Arlington, which they both traversed that historic morning, their representatives will be honored jointly and will proceed to Lexington, arriving but 10 minutes apart, their appearance being the culmination of a celebration that will claim the entire 24 hours.

and other members of the police department.

Councilman Norton's request to have the mayor take away Garrett's pension, if it is adopted by the council, will inject Mayor Curley into the investigation. The mayor has already indicated that he believes "fewer milkmen and more policemen" are needed on the force and it is confidently expected that he will move swiftly if he is asked to act on any phase of the matter.

WILSON STILL ABSENT

Police Commissioner Wilson has not yet returned to his desk at headquarters. He has been absent from his duties since he concluded his testimony at the Garrett hearings and although he denied having suffered a collapse it was stated that he was suffering from mental fatigue.

Mrs. Wilson told reporters at his home, Chestnut Hill avenue, Brighton, yesterday that Mr. Wilson was not confined to his bed and that he was in town for a short time during the day. He did not appear at police headquarters, however. Mrs. Wilson said that the commissioner was undecided as to just when he would go back to work. Gov. Allen has indicated that he will take no action regarding Wilson until he receives the report of the attorney-general.

Inasmuch as a question has already been raised as to whether Garrett was ever legally a member of the police department because of his age at the time he joined the force, it may be found that his pension is void for this reason alone.

When he took the civil service examination for the department he said he was born Oct. 14, 1894. His official birth record shows that he was born Oct. 1, 1895. The question is whether he was old enough to become a member of the department, and if it is found that he was not, then he automatically loses his pension, which is half pay. If the matter is placed up to Mayor Curley he will undoubtedly turn it over to the city law department for investigation and an opinion.

Councilman Norton is confident that his resolution will be adopted by a substantial margin at the meeting of the council. A resolution commanding Atty. Gen. Warner for his investigation has already been adopted by the council.

WILL DEMAND DISMISSAL OF WILSON AT ONCE

Councilman Norton to Move Appeal to Gov. Allen on Monday

PLANS ALSO TO VOID GARRETT PENSION

Federal Officials Mark Time Pending State Action on Police

A resolution demanding that Gov. Allen immediately remove Police Commissioner Wilson will be introduced at a meeting of the city council Monday by Councilman Clement A. Norton of Hyde Park.

He will include in the resolution a request that Mayor Curley void the pension which Oliver B. Garrett, former liquor squad raider, is now receiving.

Councilman Norton will base his demand for Wilson's removal by the Governor on the ground that the police commissioner has been proved incompetent and inefficient.

Norton will argue that Commissioner Wilson clearly showed, during his examination by Special Assistant Attorney-General Damon E. Hall at the Garrett hearings, that he failed to have careful and thorough investigation made of charges concerning Garrett